



messing about in BOATS

Twice a Month!

Volume 9 ~ Number 20

March 1, 1992



COMMENTARY



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about in

BOATS

Published twice a month, 24 times a year. Subscription price is \$20 for 24 issues.

Address is "Boats", 29 Burley St., Wenham, MA 01984.

Telephone is (508) 774-0906.

Publisher & Editor, Bob Hicks

Our Next Issue...

Will carry the articles promised for this one that didn't make it: "Local Waters...a Different Perspective" by David Dawson; "How to Build a Sneakbox" from a 1929 periodical, "American Duck, Goose & Brant Shooting"; "Building a Tidal Mooring" by Mace Bell; "Building a Boat Lift" by Paul Wagstaff; and "Peter Builds the Model Foam" by Peter Spectre. Into the remaining space I propose to insert another chapter of Gail Ferris' "Sea Kayaking Excursion from Barrow, Alaska"; "December Typhoon" by Paul Schwarz; "Trading a 27 Footer for Two 13-1/2's" by Tom Sawyer; "My Perfect Skiff Entrant" by George Hume; and another Bolger design, a 37' Tasmanian Yawl. There'll be some more home-builts in "What You are Building", and a short review of Doug Alvord's book, "Beach Cruising", by Martin Stevens.

On the Cover...

Eric Risch spent seven years refining his Echo Bay Skiff until he got it just like he wanted it. Now he tells us all about it in this issue.

The new on-the-water season impends and, boy, is it beginning to look like a very busy one for us here. We are experiencing growth in readership and advertising, going upstream against the economic trend it seems, and while this is great good news for us, it is bringing slowly to a head decisions that I have been putting off until they could no longer be ignored.

The major one involves the size of the magazine. The ads are slowly taking up more and more room, and while they add to the income, the increase has to reach a level that will make it possible for us to pay the added cost of adding 8 more pages. We're getting close to this and it will probably happen this Spring if present trends continue. It will still be the same "Boats", just a bit thicker.

Not only do 8 more pages add to the printing bill, and to a lesser extent, to the mailing costs (which the added ad revenues can cover), but they also introduce a technical problem in our addressing system. The machine we use is 20 years old, works great, and addresses right on the magazines at about 2,000 an hour. But it cannot handle any thicker a magazine than we now have. Changing over to computerized labels may seem very "with it" today, but manually sticking on 3,500 labels twice a month is far less efficient than my present antiquated system. A machine to do this for us probably exists but is sure to be costly. Just as we reach a point of being able to afford to grow larger, we arrive at a new financial hurdle. As always, it will get resolved, but right now I know not in what way.

A bigger magazine will enable us to squeeze in a few more articles each issue, something much desired by me as you should see the building pile of good reading that is accumulating here. One of the reasons my promises at the left for the next issue aren't always fulfilled is that I am overoptimistic about how much stuff I can get into

an issue, in my desire to stay up with the flow of good news coming in. Real magazines deal with their space limitations by editing articles to fit into "word count" boxes, but I prefer to run them pretty much as they are written, so they'll not all begin to read like "Readers Digest".

With all this already surrounding us, this new season promises ever more interesting new developments, events like the new Wooden Boat Show that "Wooden Boat" will host in Newport for example, more gatherings of the faithful in all sorts of interesting small boats, increasing interest in various sorts of small boat racing, new designs and projects making their appearances, people who are emerging with newsworthy ideas and activities. My desire is to remain flexible enough to accommodate whatever seems most topical from issue to issue, so this added flood of input is sure to be an embarrassment of riches.

The increasing volume of business is certainly nice, but it's all going to pay off a long-standing backlog of obligations, so we're not yet in a position to add "staff". We are beginning to farm out some of the bulk typesetting work, but people who do that professionally get a whole lot more an hour than I earn, so it's not financially realistic. Other changes are impending in how we do things here as this new season rushes in on us, so we can continue to crank out the magazine as you like it (and as we like it too) without generating a lot of stress here. It's gotta continue to be the fun that it has been the past nine years.

Every once in a while I discuss here how business is doing so you'll know what's going on when you notice some of the incremental changes we make. So many of you are "partners" of sorts in this magazine with all the stories you have to tell, you need to know we value them and want them and will use them, even if sometimes it takes a while.



HAPPENINGS

While our comprehensive directory of organizations offering maritime related activities for the coming season slowly shapes up, here are a few early events you might want to know about. The season is closing in on us fast now and we'll have to polish off this directory for publication in the April 1st issue. We're still coming up with new additions, but the line will have to be drawn soon.

March 3. Mystic Seaport Boat-building Courses Begin, Mystic, CT. (203) 572-5339 XT 5028.

March 14. Rhode Island Whitewater Championship, Clear & Branch Rivers, Harrisville, RI. Mike Bussell, (401) 568-8605, Alan August, (401) 725-3344.

Through March 20. Traditional North River Small Boats, Pisces Paddles & Stewart Ship Models on Display, Nacan Sculpture Ct., Keycorp Tower, Albany, NY. Lisa Reddy, (518) 463-3332.

March 28. Great Lakes Wooden Boat School Courses Begin, South Haven, MI. Mike Kieffer, (616) 637-6805.

April 4. Spring Boating Programs Begin, Chesapeake Bay Maritime Museum, St. Michaels, MD. Sandy Kleintop, (410) 745-2916.

Through April 16. Basic Dory Building Course, Lowell's Boat Shop, Amesbury, MA. George Odell, (508) 388-0162

April 11. Whitewater Rafting Season Opens, on Swift River, NH. Downeast Whitewater Rafting, Center Conway, NH. Laurie LaMountain, (800) 677-7238.

April 25. Dory Races, Earth Weekend, Merrimack River Watershed Council, Newburyport, MA. Chris Faris, (508) 462-8043 (aft 8:30pm).

May 2-3. Traditional Wooden Boat Show, N.C. Maritime Museum, Beaufort, NC. (919) 728-7317.

May 16. Free Floating Ideas, Artist Built Boats in Prospect Park, Brooklyn, NY. Mariella Bisson, (718) 643-3149.

GOING, GOING, GONE?

Once the big diesel-electric tugs "Luna" and "Mars" were prides of the Boston Harbor tugboat fleet. Now they sit on the bottom of the Charles River. Tucked into a corner between Boston's Museum of Science and the Hatch Shell, home of the televised Fourth of July concerts, they await scuttling at sea. The scuttlings were to have happened late last year but an extension to March 1st has been granted if certain conditions can be met. Basically, these are for a safe place to be found for "Luna" and sufficient funds be raised to stabilize her for the time being. Long term plans, if the tug can be saved, are for her complete restoration and the creation of a tugboat museum using artifacts from her sister tug, "Mars".

The "Luna" and "Mars" were among the first tugboats to use the radical diesel-electric method of propulsion. They were designed by John G. Alden Company and built in 1930 of wood, along classical steam tug lines, as showpieces, both of diesel-electric propulsion and as the pride of the Mystic Steamship Company, who operated them as part of the Boston Tow Boat fleet, a subsidiary. Tugboat operators came from far and wide to inspect them. Both served for many years, but then, tugboats, even

wooden ones, last well as long as they are maintained.

Since their retirement from service two decades ago or more, the two tugs have been adopted by a series of friends, impecunious tugboat "fans" who kept them afloat as long as limited funds lasted. The last of these sponsors gave up several years ago and the tugs sank in shallow water. People noticed and mourned, but little was done until word spread of their mandated fate. Now two groups, the "Luna" Preservation Society and the Shining Sea Foundation have joined efforts to save one tug in a race with the deadline. The list of supporters is impressive; readers will recognize the names of Rod Stephens of Sparkman & Stephens, the famous yacht designers, and Bud McIntosh, the master builder from Dover Point, NH.

The "Luna" was listed in the National Register of Historic places in 1983 and was designated a National Historic Landmark in 1989. She's worth saving. Only \$35,000 in pledges is needed. Please contact Todd McCullough, Executive Director, "Luna" Preservation Society, c/o The Shining Sea Foundation, 80 Border St., E. Boston MA 02128, or call (617) 567-8908. But call now, time is short, if not already expired by the time you read this.

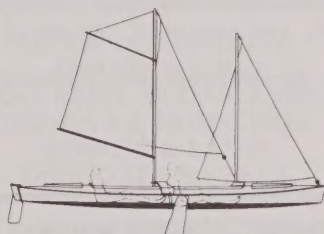
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THOSE OARMASTER TRIALS

I was very interested in David Stookey's report, "The Oarmaster Trials" in the January 15th issue. I was impressed that they had attempted to normalize the results by rotating crews and not allowing them to become tired. While I was impressed with the report, I was not impressed that my boat, a Rangeley from Mystic's offsets, showed so poorly. This was not a fault of the organizers nor the rowers, and was not the major impetus for writing this letter.

In the test report there was no discussion of oars except in the mini-disastrous case of my beloved Rangeley; the rowers knew they had a hard case with the oars that were supplied. Along with others, I know that it is very difficult to choose effective oars for a boat in a rational way. The oar does exactly what a propellor does for a motor boat; choose either of them wrongly and you'll have unwanted performance handicaps (poor Rangeley!).

Since the article indicated that testing efforts will continue and that more effective testing will be developed, I would like to suggest that a person who for many years has been attempting to bring rationality to oar selection be contacted. He has published on this subject and is in the process of so doing again, I understand. He is Andrew Steever of Old Greenwich, CT. He has long been clocking speeds vs. oar characteristics at rowing races, and the rowing style he espouses is very effective, some rowers in the trials used it as a matter of fact.

Please keep up this good work, the rowers of the world need it.

Jerome Kligerman, Philadelphia, PA.



WOODEN BOAT SHOW CATCHING ON

I think our 1992 Wooden Boat Show at Newport, RI, in June is going to be tremendous, already we have 55 builders seriously talking about exhibiting, with 35 more saying "possibly", and it's only February! There's even one builder from Montana who built a 40' Alden schooner in his backyard and plans to haul it to Newport just to show it! We are working on having some rowing events during the show, maybe dory races.

Any builders who haven't inquired about our really attractive inexpensive space for them to display their work in should contact me about taking part.

Valerie LaFrance, Wooden Boat Show, P.O. Box 78, Brooklin, ME 04616, (207) 359-4651.

CHRIS RESPONDS TO DENNIS

I read with some surprise Dennis Davis' letter in response to my recent article ("Designing Compounded Wooden Kayaks", Nov. 15, 1991), and I should like to be allowed to respond.

First, Dennis mistakenly assumes that I was referring to his designs when I spoke of "intrusive plywood frames". This is definitely not the case; I have never seen his designs or plans other than those of the DK-13 printed in "Wooden Boat" magazine.

Secondly, the techniques which I used to design and build my boats are fully described in the "Gougeon Brothers on Boat Construction" and in several texts and articles about building multihulls. All of my designs originated on a blank sheet of paper, they are not based on his DK boats.

Thirdly I thought I was quite fair in acknowledging Dennis as the originator of this building method. It was rather ungentlemanly of him to assault my character because I had not given him sufficient credit. I, like many boat builders and designers, left the ratrace partly to escape such office politics. I hope we can get along in the future.

Lastly, I take exception to his statement that he does not seek royalties because it would be a "fruitless task, depending as it does on the conscience of the builder." Most boat builders are, in my experience, extremely honorable and honest folk. I would be happy to strike a royalty deal with Dennis if, in fact, his patent applies to my designs.

Chris Kulczycki, Chesapeake Light Craft, 34 S. Pershing Dr., Arlington, VA 22204, (703) 271-8787.

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Peter Spectre had this to say about the show in 1990 (WB #95):
"The word on the waterfront was that this show was different, and it sure was... The exhibits were real boats, and parts for real boats, and services for real boat people, and the folks in attendance were real boat enthusiasts."



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3-day pass: \$7

EXHIBITORS (as of 2/12/92)

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Banks Cove Boatworks
Bittersweet Landing Boatyard
Bridge's Point Boatyard
Burke Canoes
Carrington Place Boat Co.
Chase Leavitt Co.
Concordia Co. - Beetle Cat
Covey Island Boatworks
Curtis Cove Boat Works
DOUGHDISH Inc.
Danehurst Boat Journal
David Nutt, Boatbuilder
Downeast Peapods
Dragonworks, Inc.
Duffy & Duffy Custom Yachts
Edey & Duff Ltd.
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Gougeon Brother's Inc.
H & H Boatworks Inc.

H & H Propeller Shop Inc.
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Maine Marine Diesel
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Messing About in Boats
Michael Porter, Boatbuilder

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Nostalgia Light Works
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Winterport Boat
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CONFIDENCE TO BUILD HIS OWN

Thanks for being a "point of light" in my life, I have been reading "Boats" for seven years now and I feel I know YOU, not just a periodical. While you've made some small changes, you've been consistent in keeping your focus over these dynamically changing years.

I believe your magazine has given me the confidence that I could build my own boats, so I've started a matched pair of dories for my two children. When they are completed, I will send you a report.

I would like to see plans with more details on the construction than those shown on your "Bolger" pages. I fully enjoy those as is, of course.

Ralph Merriman, S. Harpswell, ME.

ED NOTE: Detailed building plans are the property of their designers and are their stock-in-trade which they offer for sale as a livelihood, so detailed publication in a magazine would not be possible or desirable. Only old plans long past copyright are in the public domain available for such publication

MORE ABOUT PAINT

Thank you for the articles about paint in the December 15, 1991, issue. It is interesting to note that some swear by latex while others swear at it. There might be a reason for this. According to "Consumer Reports" most alkyds have excellent adhesion, while most latexes are poor to fair. The shining exception to the latter are "Moorgard 103" and "Moorglo 096", both offering excellent adhesion. ("Consumer Reports", Sept. 1990, and also in their 1991 "Buyers Guide").

I have just launched my 40' plywood catamaran painted with "Moorglo 096", most of it over Moore Exterior Latex Primer, but one test patch was left unprimed. I'll write about the results of this when they are in.

Paul Stimson, Royal Oak, MD.

A SOURCE OF BOATBUILDING DETAILS

Some of your readers fond of the old "SBJ" seem to be looking for more material on boatbuilding. I recommend highly "Boatbuilder" magazine, P.O. Box 540638, Merritt Island, FL 32954, (407) 459-1558. Subscription is \$24 a year (6 issues). Authors include Dave Gerr, Reuel Parker, George Buehler, John Marples, Ken Hankinson, etc. Even I have had some articles published on invisible butt joints, epoxy joinery, dirt-cheap epoxy filler, cutting stainless steel the easy way, etc.

Dave Carnell, Wilmington, NC.

THOSE STITCH & GLUE WIRES

Several people have written to you about pulling the wires out of the filleted seams in stitch & glue construction. Here's the way I handle this, a way I think is the cheapest and most expedient.

I use steel wires bent into hairpin shape, and twisted after fitting through the holes. I found copper wire broke too easily when twisted. I then form my fillet with Bondo polyester auto body putty. Bondo costs only \$12 a gallon, compared to about \$40 for epoxy. The Bondo is applied to the raw untreated plywood. Polyester body putty adheres tenaciously to wood or metal. In my sample fillets the wood failed before the fillets. Polyester body putty does NOT adhere well to epoxy coated surfaces, but epoxy will stick to the cured Bondo. Bondo is much easier to work with than epoxy as it is formulated so as not to run or sag. And you can govern the set somewhat by mixing in more or less hardener.

After I had formed the fillet and it had set, I could sand it smooth. When the boat was turned over I clipped off the wires and tapped the ends in with a nail set, and covered the seam with biaxial tape set in epoxy. I did not attempt to remove the wires, as long as they are buried under tape and epoxy they can never oxidize. Pulling them out only weakens the joint.

After two years out in the elements, all the seams on a small power skiff I built this way are still tight and I foresee many more years of use from this boat.

Bob Hawk, 338 Cherrydell Dr., Pittsburgh, PA 15220.

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When I was in college, in 1965 or thereabouts, it occurred to me that it would be a grand thing to build myself a sailboat. As many a lad has done before and since, I went to the library, got a copy of "Boatbuilding," by Howard I. Chapelle, and started boning up.

This was before the end of the traditional wooden boat revival; in fact, it was before the *beginning* of the traditional wooden boat revival. Chapelle was the only reference book on boatbuilding, at least at my public library. You had to know someone who was already into boatbuilding or boat upkeep to hear about Sam Rabl, Weston Farmer, or Robert Steward, to name a few others who were around back then.

So I waded into Chapelle. Somewhere about two thirds of the way into the sixty-nine pages on lofting, I lost my enthusiasm for building a boat—and didn't get it back for twenty years.

I've believed, ever since, that for every boat built by an amateur builder, whose only reference book was Chapelle's "Boatbuilding," there are fifty that were never begun...because of that chapter on lofting.

I wish that I could have found, back then, "Lines, Lofting, and Half Models," by Walter J. Simmons.

Walter Simmons—who I am somewhat acquainted with and will henceforth refer to as "Walter" (rather than Mr. Simmons, Walter J. Simmons, or just Simmons)—is more charitably disposed to H.I. Chapelle, and pays him due homage in the second paragraph of the book.

He also calls our attention to Alan Vaites' book on the same subject, "Lofting." Walter suggests that we regard his own "Lines, Lofting, and Half Models" as "...an addition to their work." I think he is being over modest. Though I have not read Alan Vaites' "Lofting," I have read two of his other books: "What Shape Is She In?" and "Covering Wooden Boats with Fiberglass." I find both he and Walter far more approachable than the scholarly and somewhat pedantic Mr. Chapelle.

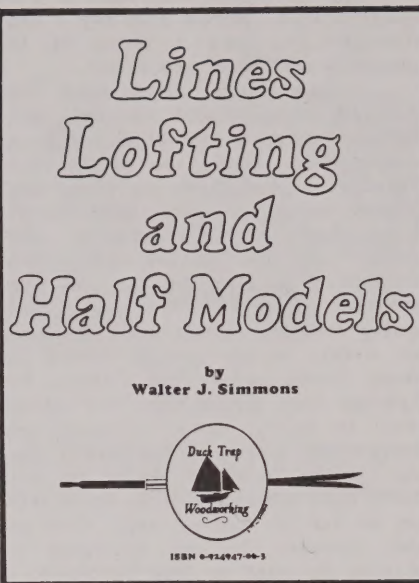
To give Chapelle his due, I own and have read every word of all his books except "The Search For Speed Under Sail," which was simply too tedious and pedantic even for as voracious a consumer of books as me to finish. "American Small Sailing Craft" is wonderful, and there is certainly a lot of useful information in "Boatbuilding." And yes, boats have been built by neophytes armed only with a few tools and this book.

By way of establishing my *bona fides* for this review, may I say that I have done pretty well everything Walter talks about in this book. Since I am not a professional boatbuilder, that is something of a fluke, but it is true nonetheless.

In a wooden boatbuilding course I took here in Canada, we not only did a scale drawing of the 38' Cape Island style lobster boat we were building, from it's table of offsets, we then turned around and measured the boat itself (which had been modified from the original plans), made up a new table of offsets, then did a scale drawing from that. Comparing the two sets of lines, was a fascinating and illuminating exercise.

Later, when I was playing at boat design, I drew the lines for a sharp rowing skiff, and built a half-model from those

REVIEW



LINES, LOFTING & HALF MODELS
Walter J. Simmons
Duck Trap Woodworking

lines. As often happens, I never did get around to building the skiff. Nor, in consequence, did I ever have to give up the belief that she'd have been a 'smart' boat.

I also helped a friend loft Pete Culler's Concordia Sloop Boat. Based on these experiences, I feel more qualified to review this book than one on...o-o-h...celestial navigation.

Just in case there's a reader or two who doesn't know, "lofting" is the drawing of a boat's plans, and perhaps some of it's construction details, full size. If the boat is twenty-five feet long, lofting the plans means taking the 'blueprint' you received from the designer and redrawing them so that you end up with a picture of the boat's lines that is twenty-five feet long.

On to the review.

It took me a long time to get this written because—apart from all the usual alibis and excuses of a spare-time writer—I read this book from cover to cover. Though I have some degree of familiarity with the subject matter, it was enjoyable reading. And—Whadya know!—I had plenty left to learn.

One unmistakable characteristic shines through this book; it is obvious (to anyone who teaches how-to courses), that Walter has taught people how to do lofting. In fact, this is primarily what Walter does with his boatbuilding talents and experience these days—the recession having rather flattened the market for custom-made small boats: he teaches courses in lofting and small boat building.

This experience is invaluable for a 'how-to' author, and is the quality that I think is missing in Chapelle's book. When you have students right there with you, you get to know when something you just said makes sense to them—when you've found just the right image or metaphor to get the idea across. You also see, in their faces, when you've blown it and left them completely stumped.

As well, from the questions they ask, you learn what they need more help with—what is difficult to understand. And you discover, from some of those same questions, what *you* need to work on—where there are gaps in your own knowledge or understanding.

I know this from personal experience; I teach computer courses to adults. Teaching is a great learning experience, and it's benefits inspire this book on lofting.

Another reviewer said this book creates the feeling that you are sitting right there in Walter's shop and listening to him talk to you about lofting. I agree. He has the same friendly, casual, conversational, and encouraging style that makes Pete Culler or Harold Payson or Weston Farmer so easy and pleasurable to read. The style is uniquely Walter's, but it has that same ability to draw you in, make you comfortable, and get you thinking that what he is describing is something that you could do too.

By comparison, I dug up an article about expanding a curved, raking transom—one of the true tests of a loftsmen's ability—in a recent issue of a magazine devoted to wooden boats. It occupied eight and two-thirds profusely illustrated pages of the magazine.

Sadly, as in the case of Chapelle, the author left me cold and uncomprehending...the process taking on the mystique of an arcane art, perhaps best left to experts. This article began with the following sentence: "The development and expansion of a curved, raked transom is a difficult business." The text and illustrations certainly reinforced this impression.

Contrast this with a quotation from Walter's book: "In lines work, the primary difference between a station and a transom is that the transom is inclined and crosses the waterlines at some angle other than 90°. Should that really cause undue problems?"

This is not to suggest that expanding such a transom is a piece of cake; it is to suggest that, by the time you get to that part of the job, it's the continuation of a lot of other work that you have already been doing, and it isn't that much more difficult. This is the kind of reassurance and encouragement the amateur—especially one working in isolation, with only a book to guide her—needs to keep her courage and enthusiasm up.

This book on *lofting* begins with a discussion of half models. Walter writes, "Until now, the connection between half models and lines and lofting has seldom been emphasized in print, and that connection is central to understanding what is otherwise a largely abstract concept. Explaining lines and lofting without mentioning half models is working out of context and, therefore, becomes unnecessarily difficult if not impossible—frustrating in the very least."

Walter puts this into historical perspective as well. "A half model—or more accurately, a half-hull model—is a deceptively simple looking tool. Long before the advent of the lines plan, the model was the final embodiment of a master builder's new design. The model provided all pertinent information to the loftsmen, who would then be able to work independently of master in readying templates for the backbone and frames."

Next comes the encouragement to get into the shop and really do it: "The best way

to learn is by doing, so whether you intend to build a boat or not, the surest way is to make yourself a half model."

Quotes illustrate this book's unique qualities better than any commentary I can make about it. Let's look at several of them.

To keep the tyro from loosing his courage and not starting at all, Walter offers the following advice: "In my estimation, model making becomes easier once you are accustomed to the carving operations involved. In subsequent models, you should focus more on accuracy; for [your first attempt] focus on tool handling and fair curves."

Nothing is more discouraging for the beginner than the notion that perfection is the only acceptable result. Permission from the teacher to get it not quite right, especially at first, is critical to getting you motivated. Practice makes better; no amount of effort makes perfect. So give it a go, and aim for a realistic, realizable goal. Next time, aim higher.

About 30 of the book's 159 pages are devoted to the discussion of half-hull models. This is all with a view to making the following sections, on plans, drafting, and lofting, clearer and easier to follow. You get instructions for taking the lines off an existing model, making a devilishly clever tracing machine to help you do that (great if you get hooked and want to do a lot of this), and instructions for carving your own lift model (one you can take apart) or solid model half-hull.

There are other books on this subject, and Walter's is by no means exhaustive. I suppose he would say his discussion is intended to be "in addition to those." His goal is not so much to have you turning out museum-quality models as to establish "context" and get you prepped for understanding the more "abstract" explanation of plans and lofting.

The next 26 pages are devoted to discussing plans. While flattering myself that I knew quite a lot about plans, I kept discovering wonderful little nuggets of insight in this section.

For example, here's something I never realized, and don't remember reading elsewhere: "In general terms, the flatter the floors, the more shapely the planks, and the greater the number of board feet you will have to buy. Models with more deadrise will have comparatively straighter planking. That translates into fewer dollars out of pocket as well as a less difficult planking job."

There's the experience of a working boatbuilder coming through, and this is the other aspect of Walter's background that illuminates this book. He has years of experience as a boat builder and boat repairman behind him. This is not a dissertation by an academic; it is the distillation of hundreds of hours of dirty coveralls, nicked fingers, dry rot, rusted drift pins, as well as the smell of freshly planed cedar and the glint of shiny new fastenings.

This section, alone, is worth the \$25.00 price of the book for anyone who is contemplating the purchase of an existing boat or the construction of a new one (by self or hired professional).

It also includes a discussion of how to "...measure a hull accurately so that it may be duplicated in some form." Here again, the experience shows through. If you are going to try this, he says: "...the 35 mm

camera is invaluable—just make sure there is a rule present in each photo because it will spare you from having to measure every individual hull member."

Of course; anyone can see the value of a camera if you are going to document a boat. But, putting a ruler in every photo? Obvious enough when it is suggested to you; but how many times would you have done this before thinking of it yourself?

This section also includes a discussion of drafting—ie, transferring the information—from a model, a table of offsets, or that hulk you measured—to a scale drawing on paper or, preferably, drafting film.

If you want to tinker with plans and lines, for the enjoyment and understanding this offers, drafting is the cost-effective way to do it. A modest kit of tools, not necessarily including a \$400.00 drafting table, would consist of an engineer's scale ruler, a transparent 30-60-90 degree drafting triangle (two of them would be even better), some suitable pencils (ie, suitable to paper or drawing film), and a flexible curve...or a set of ship curves, if you want to be really traditional.

Nice, but not absolutely necessary, is an adjustable parallel. This might be an attachment to that \$400.00 drafting table, a rolling ruler equipped with guide wheels, high quality navigator's parallel rules, or the traditional draftsman's T-square that works off the edges of the drawing board, which could be a 2' x 3' piece of plywood with the sides trued up square and parallel and the face sanded smooth.

A reliable and accurately calibrated adjustable protractor can be a handy gadget. I found a metal one for about \$8.00 years ago and use it still—in the building shop and on the drawing board. My flexible curve cost \$16.00 at a hoity-toity artist's supplies store, but if you're already handy with shaping tools you could make yourself a set of ship's curves out of 3/16ths or 1/8th inch scrap material.

"Smoke" colored plexiglass makes great ship curves, if you can keep from nicking or cracking the edges while cutting and shaping them. Page 17 of Chapelle's "Yacht Designing and Planning" shows you patterns for every one you could possibly need. And you could make do with cheap plastic French curves from the local stationery shop.

For less than \$100.00, you can equip yourself with everything you need to spend hour after pleasurable hour pretending you're L. Francis Hereshoff or William Atkin. Great therapy for Type "A" personalities. You'll also acquire a lot of understanding of boat plans, which must be of some interest if you're reading *Messing About in Boats*.

The next 79 pages are devoted to the process of lofting the lines. I mention these page numbers because I am astonished at the amount of information that is crammed into this 159 page book. The "comb" binding lets the open pages lie flat, as any good 'shop manual' should; and all the left pages are blank, so there's plenty of room for your own notes and sketches.

By way of encouragement, Walter says: "Every loftman began with a 'first' lofting. Nearly all of them lived though the experience."

And then, "I learned how to loft a boat first by reading about it (Chapelle's "Boatbuilding"), then by being taught by a master

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boatbuilder, and finally by doing it. Without any first-hand experience, the reading part didn't help me much." [Amen to that! E.C.]

Well that's what the stuff about half models and plans was all about; if you've read and done what was described in the previous sections of the book, by the time you get to the section on lofting you already have some first-hand experience.

Walter also cautions you against lofting from a set of plans out of a book or magazine. He says, "...the scale is simply too small to allow accurate work. Get yourself a set of plans and start from there. Another alternative would be to follow through and loft those lines you took off the half model."

What then follows is simply the best description of how to loft a boat that I have yet seen in print (with my apologies to Alan Vaites). From setting up the work surface, to expanding that transom, it's all there. It is laid out from a builder/teacher's perspective, putting emphasis on what you need to help you build a boat.

This is somewhat in contrast to Chapelle, who tended towards the 'loft everything but the galley sink' approach.

Here too are invaluable tips that come from accumulated experience: "Whatever you do, make certain that you use the same rule all the way through. There can be a substantial difference between measurements taken with a folding rule and a tape, even though they are made by the same company." This is someone who's experienced the frustration of rules that didn't

quite match.

Some others... "Fair curve by batten should be your abiding concern."

"Allowable tolerance is a relative term at best, depending more on the situation than on your personal perfectionism. Trying to squeeze out every last sixteenth of an inch rapidly becomes an exercise in diminishing returns. Station curves should check right on the nose...long waterlines and diagonals aren't quite so critical."

"Initial waterline curves lofted should be considered tentative, to be finalized using the curves of the body plan."

"Several minor corrections are preferable to one large one."

"Look for the obvious first, as in 'when the light doesn't work, check the bulb before rewiring the fixture.'"

And the apocryphal: "The law of averages would dictate that every so often the designer is apt to goof, and that goof can find its way onto the finished plan."

Whether your ultimate goal is the construction of a small—or substantial—boat, understanding lines and plans to make you a better and more informed boat buyer, or simply the intellectual satisfaction and pleasure that comes from learning more about your hobby, this is a book that will provide much learning and satisfaction.

Because this book appeals at so many different levels, I have prevailed upon our publisher to devote a lavish amount of space to what is, after all, just a book review.

I wish there were some way to get this book into every library in creation, so that

future generations of would-be boat builders would find it, in addition to the apparently ubiquitous Chapelle.

I would also love to see this book in every high school woodworking shop in North America. Then, instead of being bored to tears building coffee tables and wine racks, we might raise up a generation of kids who know how to build themselves nice wooden boats with which to go have some wholesome fun. I can't help but believe that they, and the society at large, would be better off for it.

If you want this book, you can order it from: Duck Trap Woodworking, P.O. Box 88, Lincolnville Beach, Maine 04849. The price is \$25.00, and if you mention that you heard about it in *Messing About In Boats*, that price will include shipping. I promise you'll rarely get more satisfaction or value for your money.

Other titles available by the same author include: *Lapstrake Boatbuilding, Vol. 1 & 2, Building the Maine Skiff, Building "Sunshine," Building Lapstrake Canoes, and Finishing* (as in painting and varnishing).

Oh...not to leave you hanging if you've really been paying attention...the rest of the book includes an excellent 13 page glossary and a 5 page index. 159 pages.

Ernie Cassidy works with computers and messes about in small boats on the French shore of the Bay of Fundy in Nova Scotia.



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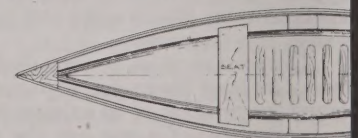
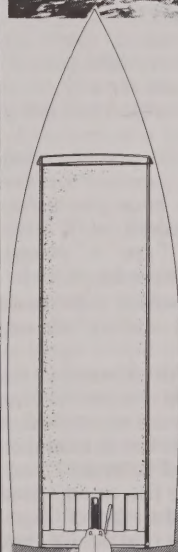
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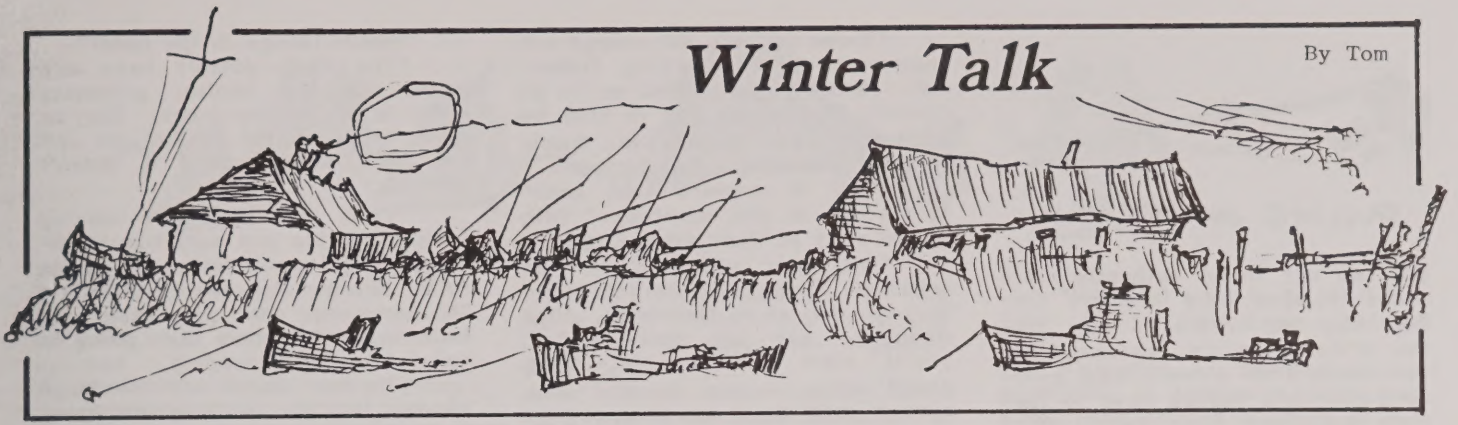
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Winter Talk

By Tom



It was a dark, cold and blustery night with a dusting of snow on the ground. The boats huddled together on their cradles while the wind played mournfully in their rigging. Inside the snug little Dory Club an old tarpaulin was hung from the ceiling to shut off half the room. Still it was cold. Chairs were drawn up tightly around the pot belly stove that was trying desperately to pump out heat. The men in the room began to grumble.

"I could make it right but I won't."

"Why not?"

"Whoever made it has got to learn how to make it right."

"Do we have to freeze to death while he's learning?"

"Best part of life is making mistakes. Don't want to deprive him of that."

Damn silly if you ask me. Life's too short to let everybody make as many mistakes as they can."

Each man made his lonely trek to the coffee pot and got himself a donut.

"Did the dog get his donut?"

"Yep."

"What's that dog's name?"

"I don't know, he won't tell me."

"How did he get so ugly?"



GETTING WARM

"Is that the new fangled wood that burns and doesn't give off any heat?"

"No, it's the fire, it wasn't made right."

"Then somebody make it right before we freeze to death."



UGLY DOG

"Ugly? He just had a haircut."

"You mean he was uglier? That's the ugliest dog I've ever seen. Does he bite?"

"Only if you ask him his name and call him ugly."

"We heard your barn burned down, Dave."

"Yep. Act of God. Went to church and thanked him for it. My wife wants me to build another barn with the insurance money, but I told her God wants me to build a boat. She told me to build the barn and never mind what somebody else tells me to do. I told her He'll only burn it down again. She said never mind, do what I tell you to do. That woman is fearless, never mind godfearing."



ACT OF GOD

So I started building the boat and told her it was the barn upside down. New way of building. When she finds out, I'd have spent all the money on boat lumber and the boat'll be done. She'll be mad as hell but me and God'll be happy."



IT'S A BARN

"She'll throw you out and you'll be living in the boat."

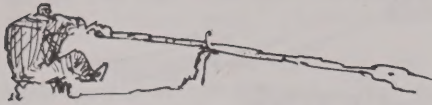
"I was sort of thinking maybe God wants me to live on the boat as well."

"Speaking of boats, my boy Paul just finished school and went out and built himself a slave ship. You know, those ancient pulling boats with banks of oars. He spent a lot of time making it as authentic as he could. I thought he was a damn fool for wasting his time."

I asked him didn't they teach him anything in school, and he said he got the idea in college. He said people will pay good money to



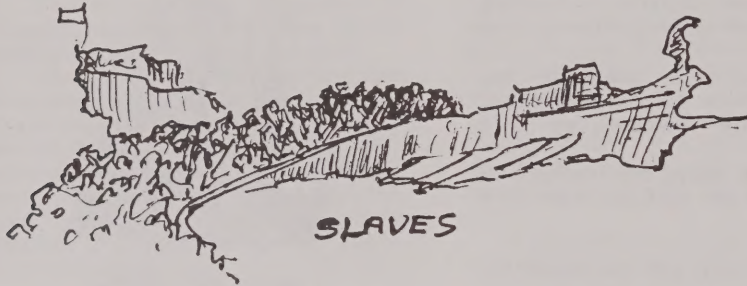
MAKE IT RIGHT!



PULLING ON AN OAR

pull an oar in an authentic slave ship. Teaches them history. College kids get credits if they take the cruise. Doctors recommend it. Gets away from stress. Good exercise and diet, hardly have to feed them anything. Ship doesn't need fuel. And the harder he makes it for the people the better they like it. He's made so much money he's building a fleet to keep up with the demand.

Yep, he says college taught him that slavery's coming back as a recreation."



"Doesn't surprise me none, world's gone stupid."

"You going fishin' tommorrow Sam?"



GOIN FISHIN TOMORRA?

"If'n the weather's right."

"Goin alone or with somebody?"

"Alone. You wantin' to come along?"

"If'n I do, you'll have to pay me."

"It's my boat and my gear. People usually pay me to go out fishin'. Fact is I should charge you."

"Those fellows you charge are sportsmen. I'm a working fisherman. Besides, you asked me to go fishin'. If I asked you to take me fishin' I'd have to pay you. Sports fish for pleasure, I fish for work."

"Well it appears that somebody's got to pay somebody." Both puffed away at their pipes awhile.

"Tell you what. Since you asked me first, why don't I agree to pay you as a fisherman, then when we get out there fishin' you'll start enjoying it. Then you'll agree to pay me the same amount back as a sportsman. That way I can tell people I had a sportsman as a client and you can tell the same people that you was hired for the day as a fisherman."

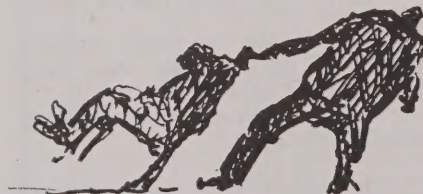
"Sounds fine. Meet you here in the morning."



STOVE BEGAN TURNING RED

The stove began turning red. The chairs scraped across the floor as they were dragged away from the heat. The heat, and the late hour, had put Bill to sleep in his chair.

"Someone pull Bill away before he catches fire."



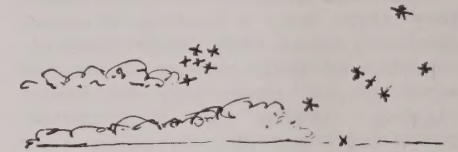
PULLIN BILL AWAY

"How's things in the town?"

"The town doesn't have any money so it's having prisoners come in to do the work. They're damn happy to get out of jail and the town saves money it doesn't have."

"Told you. Slavery's coming back. Legalize and socialize gambling, drugs, prostitution and white collar crime. That should stimulate the economy and put everybody back to work. Better than going to war."

The men stared out the large window into the south where Orion was striding across the night sky chased by the Seven Sisters.



ORION AND 7 SISTERS

"Did that storm do much damage?"

"Same damage it does every year. Same houses are washed away. Same damn fools repair them and move back in. Fishing boats rode out the storm on their moorings. The sailboats in the yards floated off their stands and fell over on each other. Prams washed away. Everything that could smash into something else did just that."

"Flagpole stayed up, leaned a little bit more but stayed up."

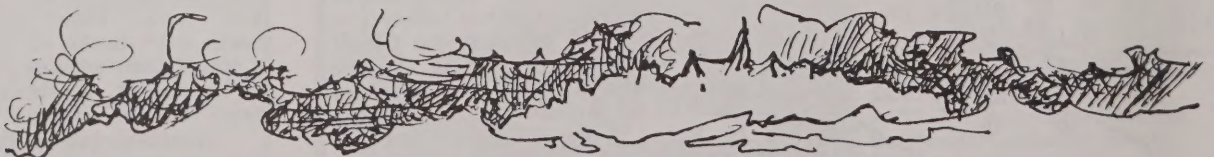
"We've been lucky. Either the tide or the wind favors us during the storms. Nature's been kindly. But the time is coming when she won't be. It's like she's warning us. But nobody's paying much attention."

"Imagine that years ago ships were out sailing in that weather."

"And trying like hell to avoid it, you mean."

"Those were the great days of sail. Schooners, clippers and whalers."

"Driven by bully mates and record-breaking captains, on ships owned by greedy shipowners, all genefflucting to profit. Whalers wouldn't sign on sailors, they wanted green hands. Fishing schooners raced to the fishing grounds, fished and raced back."



WARNING



GREAT DAYS OF SAIL

The men were always wet and cold, tired and badly fed, with no medical care when they got sick. Ships wrecked frequently and men drowned. The ports were grimy congested polluted little harbors that offered drunken debauchery for entertainment. Those glorious days of sail are best left in the past and romantically reminisced about."

"They were beautiful ships to see."

"Too bad you didn't ship aboard one of those filthy leaking mankillers. What the hell do you think they had to shanghai men for? 'Cause they couldn't fill a crew." The sea isn't to live on and do what you damn well please. There's times when you shouldn't be out there. But they had to be out there all the time making a living. Now we sail recreationally. We can pick our weather and take short cruises, be dry and warm with good food, sailing into clean harbors in comfortable efficient little boats that are easily handled, with good company or single-handed. We sail for no other reason but to enjoy ourselves and have a pleasant little trip. These are the great days of sail! The agony is over and best forgotten."



PLEASURE

The mood slid into oppressive profundity. They all looked at the figure sitting separate from the group, hoping he wouldn't start. But knowing he would. They braced themselves for heavy thinking.

"We started as hunters and gatherers. Depleting that, we became farmers and herdsman. The industrial revolution drove us off the farms and into the factories. Now we're driven out of the factories and into the street. People aren't needed anymore. We don't need any more products. We're drowning in these miracles of manufacturing. That's why it's so great to get out in a boat and live with as few things as we can. To make some contact with the natural world. Be humbled by it and lose a little of our phony arrogance."

"This conversation's not fit for a dog. I don't think my dog will want to come here anymore. Good night."

"I don't blame him. I think I'll retire to my local habitat. It'll be a welcome relief from this scholarly claptrap. Good night."

"It'll feel good to get back out into that inhospitable natural world."

With that, all the men started grumbling in agreement, said good night, and left. The stove gave a few last cheerful bursts of heat and retired too.



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Monday August 5. By dawn the weather has cleared and the winds have freshened. We head for Parry Sound in a brisk following wind. I set my whisker pole, a cut-off broomstick with two cup hooks screwed into the ends, and sail wing-and-wing. The Compac 16 falls behind, slowed by their dinghy. This is probably the first time "Chicken of the Sea" has actually gone faster than another boat. The only thing I've ever out-sailed so far was a kid on an inflatable mattress.

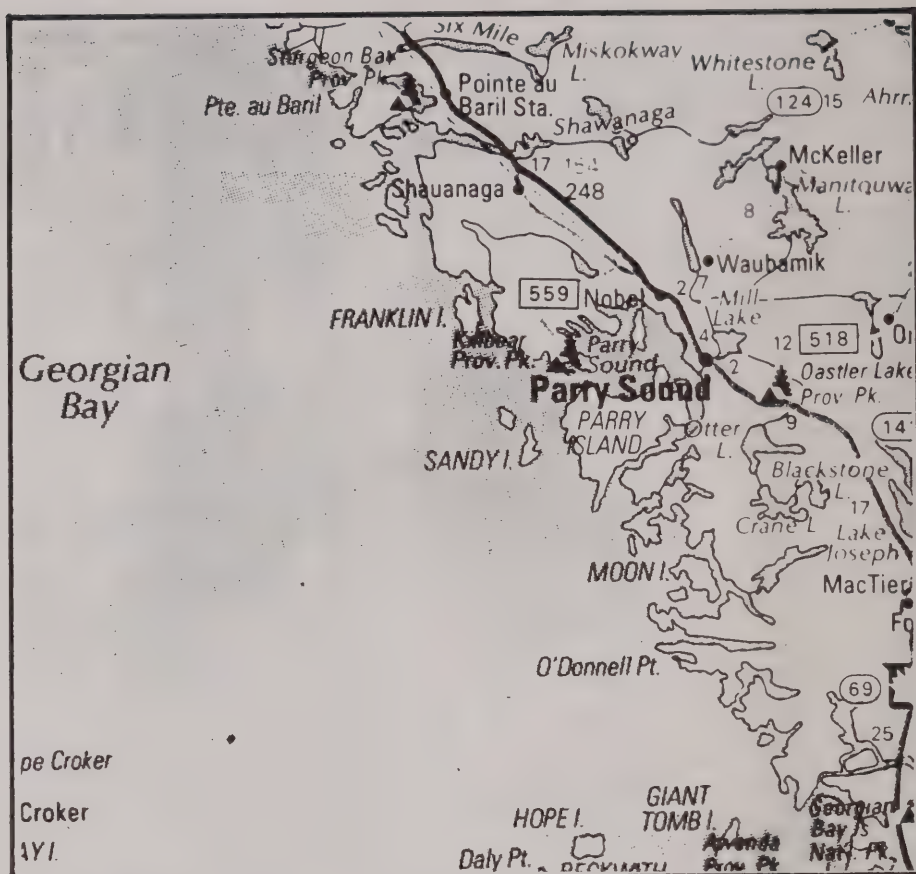
When we get to Parry Sound harbor we find the facilities to be excellent. We also find the others in the big boats are about to leave for the first of the two wonderful anchorages, Echo Bay, described by the "native" who visited us yesterday. The trip appears to be splitting into big boats and small boats.

The Compac 16 and I stay for the afternoon to tour the town. At the docks I see a sign on the bulletin board reading, "The smallest boat to visit us this season was 16 feet!" I pay my own visit to the office and point out the window to "Chicken of the Sea". They start writing up a new sign.

After a bit of shopping and eating in Parry Sound, we head for South Channel. The most grueling part of the trip is about to begin. After passing under the swing bridge we are in a narrow channel that winds its way south with occasional widenings into small bays. The wind in the channels is either behind or against you. Guess which way it is blowing...

The Compac pulls ahead with their small Cruise 'N Carry engine. I struggle to row into an increasing headwind. Although the scenery is pleasant, I am almost unaware of it. The wind gusts to 20-25 knots. I can barely get the boat to go one knot. In the higher gusts I am driven to a standstill. And when the motorboats go by their wakes in the narrow channels bounce me around so much I cannot row at all for a moment, and we actually go backwards. Motorboats are like mosquitoes, they will always be there as an intermittent nuisance and must be borne stoically. Mile after mile, I grind away at the oars. There is always another bend in the channel, always another fast motorboat, always another gust.

I seek some respite on a wide bay by attempting to sail it. The wind again heads me and the gusts are ferocious. Small lake sailors will appreciate the skills required on gusty days. I sail on Lake Erie and lack those skills. A gust hits, the boat heels violently, then the wind dies and with me on the rail the boat almost capsizes to windward. I relax, then get slammed with another gust. My hand is cramped into a claw gripping the



Ten Days in a Ten Footer (Mooching Around Georgian Bay)

(CONCLUSION)

mainsheet, which I must play constantly. Despite hair-trigger reactions, I dip the gunwale several times and ship gallons of water. The two boards I use to sleep on are now welcomed as floorboards and I am able to avoid soaking myself with the water sloshing beneath them. Reaching the end of the bay I am almost glad to be back to rowing.

As the sun sets and with aching arms, I finally pull into the dock at appropriately named Devil's Elbow, another Ontario boating site, to find the Compac recently arrived. Their 1.5hp Cruise 'N Carry made slow work of it too, but they are not so physically exhausted as I am. My prior smug comments about engines are now rethought. A larger boat would have been helpless in those channels without an engine.

The Compac couple have decided to treat themselves to a lodge dinner and room the next day and will get an early start. They help me plot the route for the next day. My navigation is becoming a bit better. I sleep in the bivvy sack on the dock relying on the strong wind to keep the bugs at bay, and it does.

Tuesday August 6. I am on my own. The Compac is gone and I

head south in (mercifully) a calm under oars. Coming into the open around appropriately named Turning Island, I change course and head south under sail. Suddenly a motorboat approaches and hails me.

"Your friends are on the radio," he says. When the Compac arrived in Echo Bay without me, enroute to their lodge, the larger boats decided it would be a good idea to try to find me before I got permanently separated from the rest of the group. A "calling all boats" raised the couple in the motorboat, who had no trouble distinguishing "Chicken of the Sea", with its red, yellow and orange sails, from the surrounding motorboats. "Come and meet us in Echo Bay, it's beautiful and we're spending another night here," was the message. And off I went.

A familiar fiberglass dinghy motors into view. The couple we were anchored near in Blind Bay has generously come out to guide me into the tricky Echo Bay entrance. Echo Bay is our most beautiful anchorage yet. A narrow neck leads into a large bay with many fingers, one of which we claim as ours. The water is warm for swimming and rich with fish. A few small bass are caught but then released. I am tossed the first of

many cold drinks.

The single fellow, on whose boat I spent the night in Blind Bay, is restless and sets out for a daysail on the open waters of Georgian Bay. He may be the most passionate sailor of the bunch, or at least the most passionate. It was rumored that he was chasing two barebreasted girls in a powerboat, but they gave him the slip.

That evening one of the women bakes a blueberry cake, which is excellent. The seagulls agree and sample a piece before a sharp eyed sailor manages to chase them away. The loons are out in full force and they make a beautiful, haunting sound that ricochets off the surrounding hillsides as an echo. So that's why they call it Echo Bay.

This night I come up with a rare practical invention that is to solve my sleeping problem. Although I'm anchored off the shore, the mosquitoes find me again and are buzzing inches away from my nose on the screening over the bivvy sack. I do not want to erect the tent with such clear weather about. If I could only put something under the netting and grip it from above and raise it up...my fantastically analytical mind comes to grips with this problem and a solution springs to mind, days after it would have taken any other person to solve it. I pull the small plastic cord lock from the string on the waistband of my shorts and dash out of the bivvy sack swatting wildly. With the cord lock inside the bivvy sack, I tie a piece of string around it above the bivvy sack and a loop at the other end of the string. To this loop I attach the halyard and hoist away. "Voila!" The netting is a foot and a half from my face and I am assured of a good night's sleep. And so it is to be for the rest of the trip.

Wednesday August 7. We leave the Compac a note under a rock telling them we will be back the day after, and head for the entrance. Everyone is restless today and we sail "outside" the islands and into Georgian Bay. The big boats take a longer route but I hug the shore. The day is spectacular, islands visible miles away.

From over the stern I notice a small wooden rowing boat with two young women at the oars making its way in my direction. I hope it comes near as I want a better look. I've got a boat like that myself. A bit later the rowboat comes within hailing distance and I call to them to come over so I can see it better. One of the two young girls replies, "Okay, but slow down, we've been trying to catch you for the past hour!". The girls are lovely, about 20 years old, staying at their aunt's cottage and given free reign with the old rowboat provided they varnish it each spring.

We have a fine chat, more about "Chicken of the Sea" than about the rowboat, whose origin they know little about, although it is obvious they appreciate its antiquity. They tell me they wanted to bring me a thermos of coffee but feared they would lose sight of me altogether by the time it brewed up. I was deeply touched by this. We part soon after. Twenty years ago I would have followed them back to that aunt's cottage for that coffee...

We head south for the unnamed bay. To get there we must pass through a narrow pinch point. The following wind allows us all to run through under sail. In fact the breeze allows us to sail all the way into the bay and one of its arms, despite the passage being nearly a full circle by the time we are anchored. What fun. We have this arm of the bay all to ourselves. One couple donates a ham, another their cooking skills, and before long we have a fine meal cooked over an open fire. What a change from my miserable dehydrated dinners. I am offered another cold pop. One couple has the only white gas stove among the bunch and they generously fill my quart bottle, which did not hold enough fuel for cooking nine day's meals. More mooching. The loons are out and yodeling again.

Thursday August 8. We begin our trip back north. The winds have reversed and we again have a following breeze out of the bay as we head north. One of the couples sees an underwater ledge too late and momentarily fetch up their keel on it, but are able to motor back off. This provides some amusement for the rest. In the light winds they report being passed by a Monarch butterfly.

The big boats head back to Echo Bay to see if the Compac has found our note, and to swim. It turns out the Compac has already left for the next rendezvous and will join us there. We have a long sail to Copegog Island, another boating park area, much of it in channels that kill the wind. We motor-sail, myself included, with a half of my 8' break-down oar as a paddle.

Copegog is an open roadstead, vulnerable to every passing motorboat wake. We pass it by in favor of Heulett Bay, another lovely place with many arms branching out. One couple hosts a pretzel and salami party in their cockpit and our numbers, now down to five boats and eight sailors, fit comfortably. Another couple donates the salami, which I joke has been ripening, hanging from the ceiling of their cabin like in an old time delicatessen. There are so many people in the cockpit it begins to take on water through the open drain port and we kid about sinking

at anchor. I am offered an orange juice packet for breakfast. The loons are wild tonight and we watch them through binoculars. Strange squawks awaken me in the middle of the night. It is fascinating.

Friday August 9. Our last day under sail. We head back to Regatta Bay with moderate headwinds. I am up early and off ahead of the pack. I can sail over areas with underwater rocks and do so with abandon, "Chicken of the Sea" draws 4". The San Juan passes me and points our direction precisely. I find it difficult to steer, sail, balance and navigate at the same time. A couple comes by and tosses me a Snickers. I had forgotten the orange juice they gave me last night, and down both despite the contrasting flavors.

While the bigger boats motor into the channel I decide to stay outside for more sailing, and pass by the outside of Franklin Island, the inside of which harbors Regatta Bay. It is gorgeous outside, islands as far as the eye can see, huge rocks with gull and cormorant colonies, distant sailboats. Gone are my anxieties about capsizing, navigating and sleeping aboard. It has all worked out well. I feel like an old salt. About nine days old. I have actually done it, a decade-old dream come true.

Finally I sail way in through the constricted entrance to Regatta Bay and pay my final visits. Not long after I see some black clouds in the distance and hear rumbles of distant thunder. I row back against a strong wind and scramble to set up my rainforest tent. I had always worried that the tent would not be easy to set up in a high wind and would not survive a rainstorm. But it sets up well enough in time before the drops come down. I dash inside with a book as the squall passes overhead. The tent only leaks a little and the wind cannot bring it down. When the squall has passed, I wriggle outside, getting soaked in the process, and see the other's neatly covered cockpits, most of which are cosily zipped in. What comfort now that the weather has turned bad. I wonder what I would have done if the whole trip had been in such rain?

I turn to dinner. My last meal is my worst. Imitation Chinese noodles. Even with an extra dose of soy sauce it is tasteless. Later when cleaning up I notice the still unopened packet of seasoning.

Saturday August 10. Homeward bound. Only two miles to Snug Harbor and I sail right up to the dock. No getting lost this time. The boat is on the trailer and tied down within the hour. Soon I am heading home to Cleveland with the duct tape streaming out behind me.

Martin Cooperman, Cleveland, Ohio



A Sea Kayak Excursion from Barrow, Alaska

(PART 2)

The next morning the wind had decreased to 15 to 20 knots and the cloud cover was breaking up. I had breakfast, broke camp and went through the ritual of hauling my boat and gear to the water's edge on the east side of Point Barrow, directly across from Brant Point at about 135 degrees true east. I was somewhat concerned about what the weather might do in the near future, fearing that possibly another low pressure system might be coming in behind the one we had just experienced, bringing again powerful winds from the west. I knew that once I left this sanctuary of cottages on Point Barrow it would be unlikely that I would find any physical protection from the wind on the flat tundra. Should anything happen to my tent, I would then have no refuge from the wind other than my kayak.

As I was packing my kayak and donning my vinyl dry suit, the wind began to increase a bit. I realized I'd have to also wear my regular winter paddling windproof hat, scarf and mittens, and hoped I hadn't forgotten to pack any of them. With relief I located them all in my gear. While eating breakfast I had the impression that the temperature might be close to freezing and this was confirmed when I noticed ice crystals forming in my breakfast cooking water as it cooled. I would have to be especially careful to avoid any serious mistakes here alone with these temperatures and the strong winds likely to blow up.

One of the local children, Mae, who had befriended me, sat aboard her all-terrain three-wheeler watching me as I struggled to load my kayak as the wind made both of us more miserable by the moment. Finally I jammed in the last few pieces of gear and lashed down the solar panel on the deck for recharging my camcorder batteries, and then stuffed myself into the cockpit. With the wind now threatening to blow me broadside off the shore, I waved goodbye to Mae, and she headed back for the

warmth of her cottage while I summoned up my paddling muscles to force the kayak back closer to shore.

I decided that I would cruise along the shore heading south and cut across to the opposite shore when I felt I had seen enough of this easterly shore of Point Barrow. As I headed for the mouth of an inlet just north of Imipuk Lake, I recalled that there was a helicopter airport on the shore of that inlet. I decided I would paddle over there to visit them and see if I could obtain the latest weather information before I proceeded much further. I had brought my NOAA FM radio along but found they do not broadcast in this area on FM but on local AM radio.

The water was very shallow in the estuary, and I was concerned about grounding out in mud far from shore, but as I knew the tidal range was only six inches in the Arctic Ocean, I decided it was more important to chance the shallows than not know what weather was expected for the next few days.

As I paddled on the wind gusts grew in strength and snow began to fly. Clumps of the wet snow began to plaster themselves to my face, and I hunkered down, tightened my scarf around my hat and pressed forward. At times it was all I could do to make forward progress into the wind as I headed into the inlet. I knew that at a windspeed of around 25 knots I am barely able to make headway against it in my kayak. There was some advantage to being so heavily loaded though, with less hull exposed for the wind to grab and with some momentum from all the weight, once I was underway, to carry me forward between paddle strokes. It was a moment when I was glad to have good stout paddles. There's no compromising on equipment for such an adventure unless you need an excuse to stay home.

At long last I arrived at the airport, but the relentless wind and snow was making me feel cold.

I moored the kayak and trudged up the bank searching for a likely place where I might find a pilot or someone who could answer my question about the impending weather. After some walking I found a helicopter that was being outfitted. The personnel were of no more assistance than they felt necessary and, without wasting further time, I headed for a building housing an office. Inside, I doffed my hat and scarf and stepped into the office. My questioning of another pilot brought similarly unsatisfactory information and I bristled somewhat and remarked that surely better information than that offered so far must be available. Another fellow, sensing my concern, dialed the weather bureau in Barrow and I was able to talk directly with Bill Spencer, the NOAA forecaster.

Discussing the expected pattern of lows and highs likely for the next several days with Bill, I learned it was unlikely that another low pressure system would be passing through during that period. He told me we were still experiencing winds from the low that had just passed through, but that they would be decreasing. Temperatures were expected to remain in the thirties and low forties. With this information I now knew I could reasonably expect to go on with my paddling excursion and still most likely make it back for my scheduled flight home.

Greatly relieved, I thanked the fellow who had so kindly permitted me to use his telephone and walked back to my kayak assured that once again I could now experience the arctic completely alone for the next several days. Gingerly tucking myself into the cockpit I launched myself, and the westerly wind soon blew me madly along, almost miring me in the shallows. The following wind and the elevated center of gravity from too many things hastily packed into the cockpit area made the Klepper feel less stable than it did heading into the wind. I imagined myself as a queen on a somewhat jiggly throne,

and fantasized myself as now viewing my arctic kingdom from this vantage point. But I quickly banished such ridiculous thoughts as I came perilously close to grounding out in the shallows again. I realized I had better pay strict attention to where I was going or the mobility of my throne would be impaired. You cannot get out and walk in this arctic mud if you do ground out, and it can be a long way from hard ground ashore.

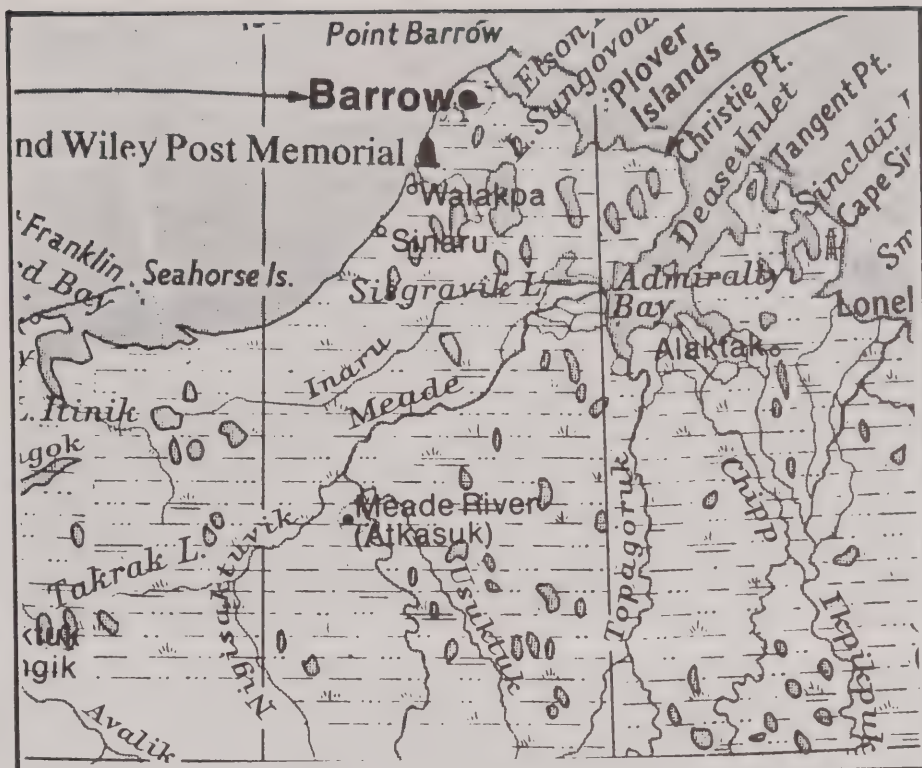
I headed northward around the perimeter of the inlet toward the open water and Brant Point to the east of Point Barrow. It had appeared from the topographic maps that I would be able to disembark almost anywhere along this coast, so the need for covering great mileage was not important. I decided this would be my long awaited opportunity to study the area in more detail, particularly the animals which had, in previous short solitary moments on my Baffin Island excursion, approached me more closely than I had expected. I wanted to film on video the local flora and fauna because I find arctic life forms fascinating.

In particular I looked forward to catching the elusive form and flight of the jaeger on video, because this bird flies so swiftly by that it is out of camera range in an instant. It has evolved this extraordinary flying speed as a capability for overtaking its prey in flight. I had found watching this flight, even at a great distance, to be inspiring.

I was also looking forward to the possibility that I might see and capture on film the delightful and hilariously curious arctic fox. I knew its appearance ashore would be unexpected, but that with slow movements so as not to startle it from its curious inspection of me, I could very likely get my camcorder from wherever it might be at the moment and film its presence.

The wind was now at about 15 knots, but was still pushing me along at a speed which required me to do little paddling, so I could observe the passing shore in detail for anything interesting. Although there are no rocks in this area's geological formation, there are soil horizons visible in the shoreline embankments which had been produced during different geological epochs by different conditions. These were perfectly preserved by the cold. Included in these were ice lenses. Those I could see were between one and two feet thick. In some areas near Barrow, they have been found to contain woolly mammoth remains.

At our present point in geological time, these lenses are slowly melting where they have become exposed by the action of the sea on the shoreline, causing the one-foot layer of peaty turf which forms the



uppermost soil horizon, to slump over the exposed banking at the water's edge. I wondered what might still be trapped in those lenses. Later, I wished I had thought to stop and take a small sample of the ice and melt it for observation and perhaps to taste it. The lenses are a uniform dull white in color and rest on a lower soil horizon of clay, most likely a marine deposit built up when the sea level was higher or the land mass lower.

I became aware of becoming chilled by the following wind and

my resultant lack of paddling effort, so I decided I had covered enough distance and might as well head for shore. My first priority for a landing area was one of the small ravines where at one time an ice wedge had formed and had now melted, leaving a slumped frost scar. This would form a very convenient haven into which I could pull up the kayak, rather than having to drag it up over the short but steep banking. I wanted to avoid any possibility of damaging, let alone losing, my Klepper.

(To Be Continued)

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Gord's Fleet

I am retired and now seventy-three years of age. I built my first boat in 1934. It wasn't very good so I had to build another one. There have been many, many different boats since those long gone days of my youth. They have never failed to fascinate me and each has its own story, much to much to write about now.

I design and build them myself. They are definitely small and that will never change. Each time I launch a new one, that nervous

wonderful feeling still comes over me. Will it work? Will it sail? What will I have to change?

Here are a few photos of some of these boats. They are not in chronological order, I just rummaged around in my albums for some here and there. I am pleased to be able to participate in your effort to keep the simple pleasures of building and using small boats alive and well.

Gord Brannen, 5 Pitt St., Riverview, NB E1B 2Y9, Canada



Top left: My wife has a heart condition so I rigged this up...no more hiking out.

Left "Yellowtail" was my 4th attempt at a board boat.

Right: Photos in "Life" magazine of Sunfish and Sailfish guided my son and I in our own designing, here the results in action skippered by my son and his sailing buddy.

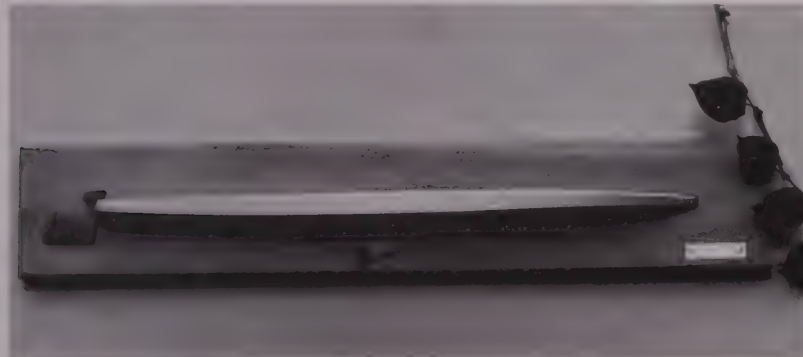
Below left and left center: A scale half-model which resulted in this speed under sail.

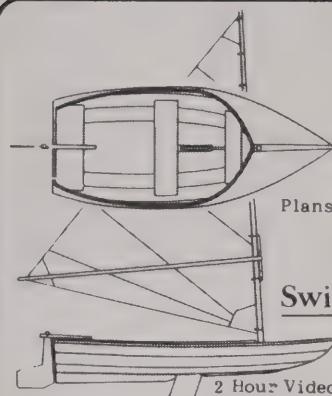
Below right center: Designed for exercise rowing from something I saw in New Jersey.

Top right: I wanted to try a sprit sail and copied one I saw in "SEJ". It worked fine.

Far right: My daughter was very proud of this little 12 footer. And, wanting to learn about fiberglass construction, I built a small plug, then the mold, and then fully rigged models. I made three designs:

Right bottom: More half-models, where I go to read and dream...





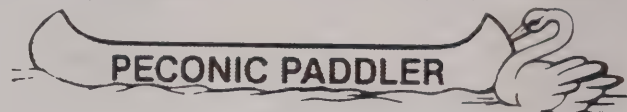
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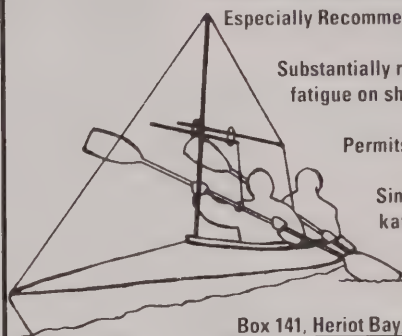
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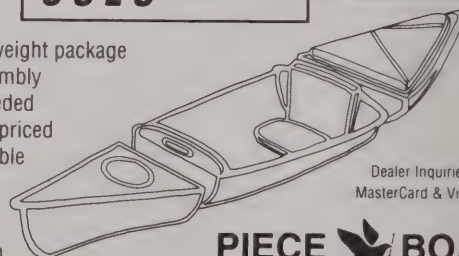
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Peter Spectre had this to say about the show in 1990 (WB #95):
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"Has it been seven years already?" I thought to myself, reflecting back to when I originally designed my dory skiff. In 1984, after I sold the sailboat I had been living aboard on for three years, I could not bear the idea of being "boatless"; apartment life was one thing, but a "boatless" life was another. The obvious solution was to buy a small boat, preferably a combination sail and row boat that I could cartop. But, after a disappointing survey of the small boat market, I realized that I would have to design it myself to get the boat I wanted.

The following is a list of the parameters that I wanted in my design: 1) Car top-able. 2) A performance sailboat for two adults. 3) A good rowboat for three adults. 4) A good tender for four adults. 5) Easy to build. 6) Dry sail-able. 7) Must have safety flotation. 8) Shallow draft for gunkholing. 9) Easily handled rig that could be stored in boat. 10) Aesthetically attractive.

Since it was going to be my only boat for at least the next five years, I wanted equally good performance under both sail and oar. And now, after seven seasons of hard use, from Maine's beautiful Rockland harbor to the tranquillity of the Connecticut River and its tributaries, I am still very satisfied with my original design. The Echo Bay Dory Skiff, named after the harbor I then lived on, has turned out to be a truly multipurpose boat. She performs surprisingly well under oar or sail with one or two adults and has room for two more doing ferrying work as a yacht tender. My EBDS has opened up extensive areas of cruising ground heretofore too shallow for me to enjoy in my former keelboat. And also, when you leave the marked channels behind, you usually leave the crowds behind as well.

I suppose no one had ever given a twelve foot boat a seven year "shake down cruise", but this has afforded me the opportunity to work out all the bugs in the design. I am occasionally asked, what would I change if I designed the EBDS all over again from scratch. Progress usually steers me towards simplicity, so when I redrew her plans this winter for amateur construction, I simplified her structure and altered the interior arrangement to make her more comfortable for longer outings. The original basic design, however, remains the same.

Seating arrangements are designed so that one, two or three may use her while maintaining a level waterline. The long tiller enables a lone sailor to keep his or her weight as close to midships as possible. Tandem rowing is possible, so long as the heavier of the two rowers sits aft. The center



The Echo Bay Dory Skiff

seat is removeable, providing a six-foot long cockpit floor for lounging, picnicking or sleeping. The 30 degree flared hull sides provide comfortable built-in backrests. And since your weight is kept low in the boat, not perched on top of seats, you feel very secure. A raised floor is provided to keep a dry bottom, also it is necessary for cruising since it serves as the bed platform.

Since I grew up sailing in keelboats, I became accustomed to their precise and solid feeling helms, something not found in smaller boats. This is especially true in small skiffs with their small and usually shallow rudders that tend to cavitate when heeled. Safety is seriously compromised in small boats when you cannot maintain complete control over the helm. I solved this problem by making the EBDS's rudder larger than most and raking it forward.

The forward rake provides exceptional control because it's resultant lift points downward, pulling the rudder down, keeping it in the water where it belongs; whereas the usual tendency of other designs is to lift and cavitate. Another bonus of her large rudder is that, unlike many skiffs, the EBDS tacks through the wind without the least bit of interest in getting caught in irons. Even in ghosting conditions, one or two kicks to the tiller will tack her around.

Her overhanging bow has a surprising amount of buoyancy when plunging into a steep harbor chop, keeping her interior dryer than most. The advantages of her dory origins became evident to me when sailing out of Mamaroneck Harbor on Long Island Sound's north shore against a brisk south wind. Both the wind and the one-foot chop were steady and predictable, which made an enjoyable sail out to the south in the direction of the Sound. Enjoyable turned quickly into something more than exciting when I crossed over a shallow area. My "nice and predictable" waves turned steep and broke over into foaming whitecaps. Each time my boat plunged into a wave, I was quite convinced I was going to be swamped. But, right at the point that I thought I was going to get flooded, the bow lifted and the wave passed foaming and gurgling underneath. This scenario continued until I got back into deeper water and the waves settled down. From this and my other misadventures over the years with her, I have no misgivings about my decision to sacrifice some waterline length for potential buoyancy.

A daggerboard was chosen instead of a centerboard, and located further forward than usual in order to provide an unencumbered cockpit. I rebalanced the center of lateral pressure with the large rudder and skeg. The additional length between the rudder and daggerboard also provides the steering feel and leverage of a longer waterline. Flotation storage is provided under the fore and aft seats and under a section of the floors.

The spritsail rig is stepped through the forward seat acting as partners for support. The stress of the rig is evenly distributed throughout the seat structure to the forward bulkhead and the surrounding hull. This arrangement eliminates the necessity for a stoutly supported rail, requiring the complexity of a separate mast thwart and a structural inwale.

The short 9-1/2 foot mast will stow neatly inside the boat along with its boom and sprit. I highly recommend the additional boom as drawn on the plans. The boom accomplishes three things: 1) Self vangs the sail. 2) The sail, being flatter, offers less resistance when



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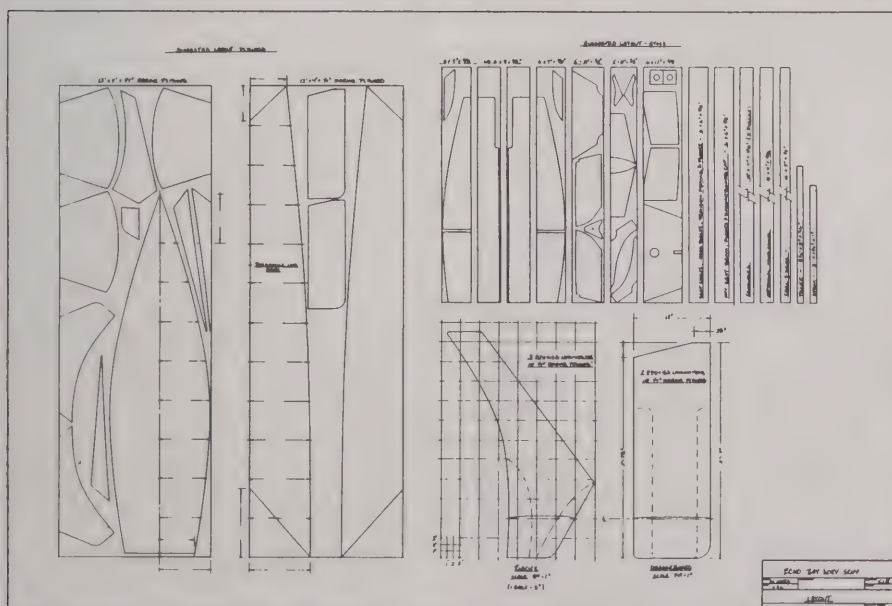
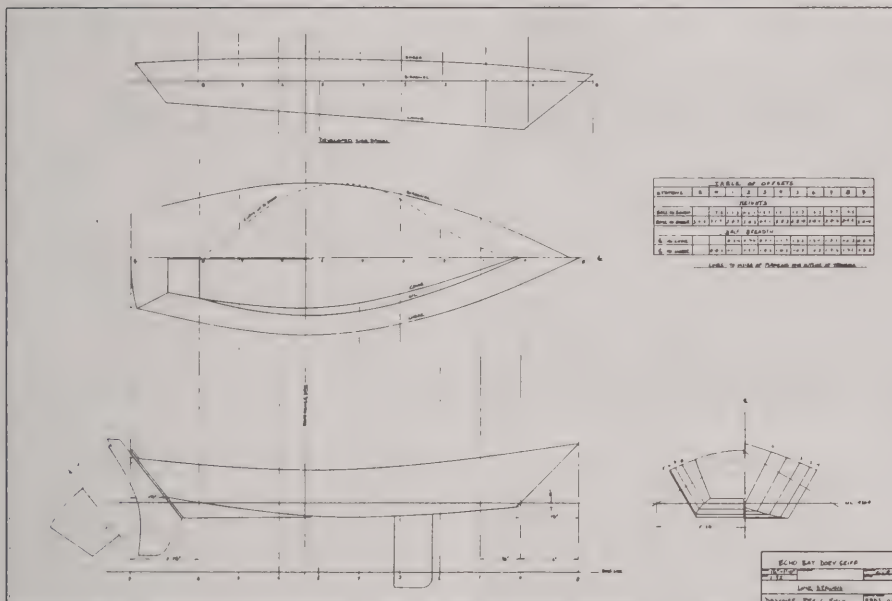
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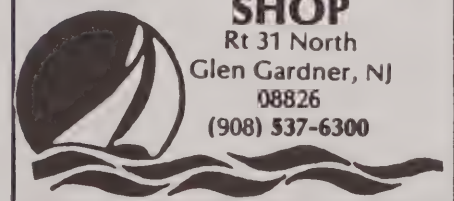


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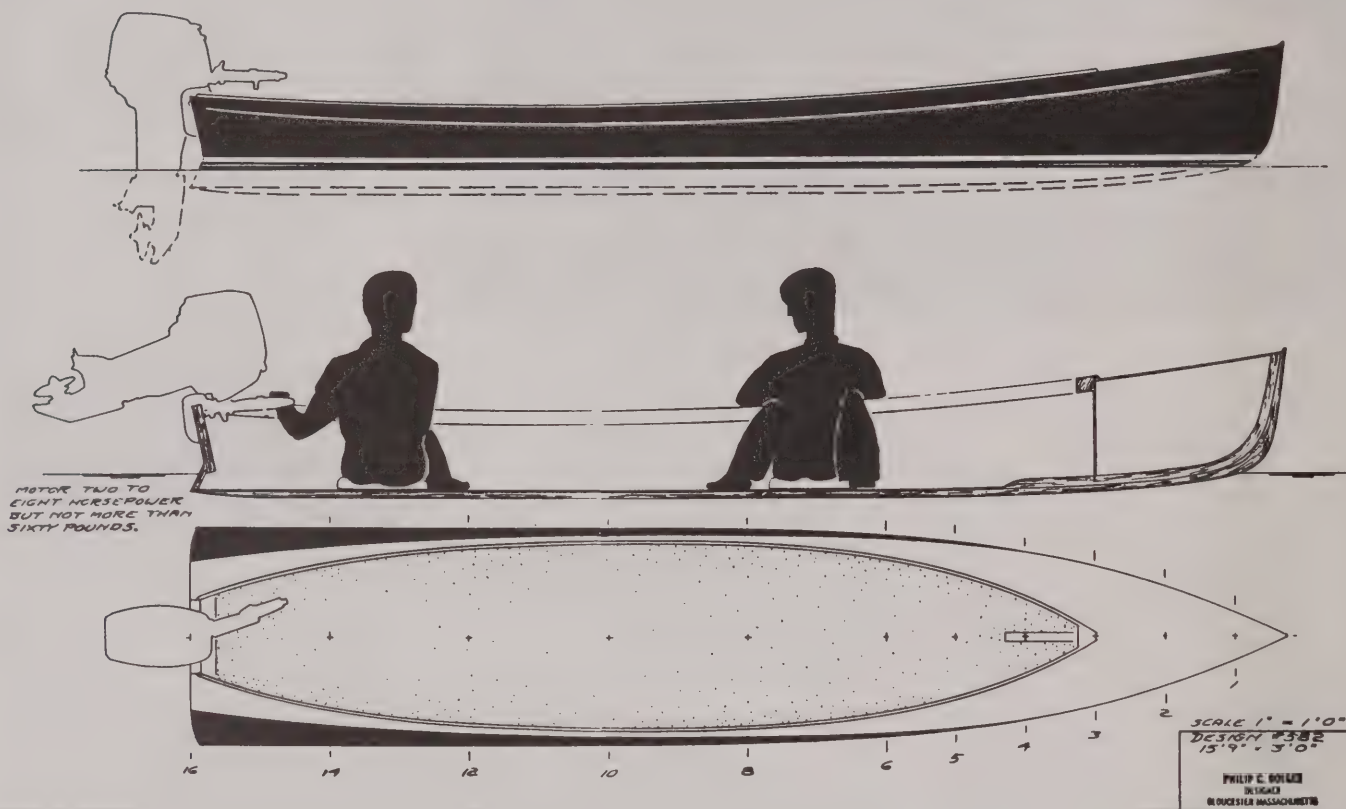
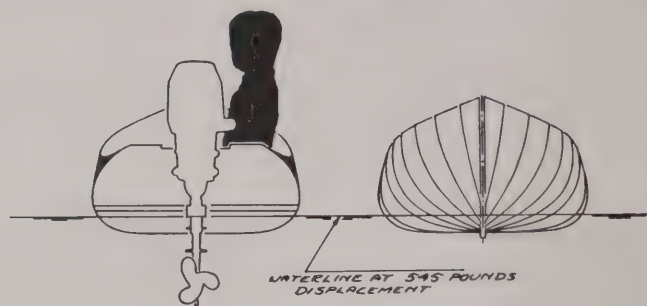
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Bolger on Design

16' Motor Canoe

(A longer than usual commentary that was rejected by "Boating World")



#582 15'9"x3'0"

Big stern canoes like this appeared almost as soon as outboard motors to drive them. After a while it was found that wide ones went as well as narrow ones; often better because they floated higher in the water. By the 1930's they had evolved into the elegant outboard runabouts of that era, averaging around five feet breadth. Now I have an outboard utility about this length but seven feet wide. It's about as much like the canoe as a bird is like a dinosaur, but the heredity is there and not hard to see if you look just at the transverse sections and not at the plan view.

The seven foot breadth boat is much better than the three foot breadth canoe in a good many ways; for instance, you can play a striped bass standing up and backing around, which would get you wet if tried in the canoe. Light three foot breadth boats want light loads, low centers of gravity, and sobriety in their users. One reason canoes of this design are no longer

built for sale is that they look like dangerous outboard utilities rather than comparatively forgiving canoes, canoes being widely exempted from the rules that are supposed to make utilities fool-proof.

The seven foot breadth boat is thought small because it's less than sixteen feet long, but it's not small. It's a short big boat, well on to half a ton, and it's not practical for cartop carrying, which the three foot breadth canoe is. But if anybody wants an outboard utility fit for a cartop, it will have to be built one-off by a one-man boatshop without enough assets to interest a lawyer, on account of nightmares about liability.

So, I drew the plan for wood-epoxy construction like a stripper canoe. There's a good book on this construction, "Canoeecraft", by Ted Moores and Marilyn Mohr. I suppose the book is out of print, but a used book service, or inter-library loan might turn up a copy, or Bear Mountain Boat Shop, Box 1041, Bancroft, Ontario K0I 1C0 in Canada, may have reprints

for sale. It had several extremely nice designs for paddling canoes complete with loft offsets.

The three-foot wide square-stern motor canoe is a little less tricky to use than a sharp-stern paddling canoe. The added bearing in the after quarters gives it stability equal to a sharp stern canoe four or five feet longer. The high power head of the motor is compensated for by sitting on the bottom of the hull instead of sitting or kneeling high in the boat with both hands pre-empted by the paddle.

The topsides tumble home for the same reason they do in a paddling canoe, to give a better angle of dip with a single-blade paddle. A square-stern canoe is less degraded for paddling than might be expected as long as it isn't heavily loaded. The tumblehome sides also give some of the reserve buoyancy of a half-decked boat; it takes a bigger angle of heel to ship water. A vertical or flaring side with a deck has more reserve stability, but the tumblehome side doesn't al-

low an ignorant passenger to step or sit as far off the centerline, so the hazard ends up about even. The tumblehome side makes a lighter boat, decisive in a cartopper.

The quarters of the stern are tumbled in at the top still more, (partly for style) and supplemented with as much deck as possible, because the commonest cause of swamping in all small outboards is shipping water over the corner of the transom while working on the motor. This can happen in more modern boats with double-bottom buoyancy, and often does because people are apt to be complacent in these "certified safe" boats.

The shape of the stern, and the decking there, plus the deck forward, braces the gunwales well enough to obviate thwarts across the open waist. There's room to spare to lay out an air mattress, which might be an incentive to prefer something like this to a jet-ski. The types are comparable in portability. The jet can go in shallower water and is much faster because the canoe couldn't stand the weight of a big noisy motor. The jet is foolproof for its riders but often dangerous to bystanders.

I'm still waiting to see a young woman drive a jet ski with her date behind her, though I have seen this once or twice on motorcycles. The motor canoe seems to me to have some advantages for dating purposes (for which canoes were once famous). It might be rewarding to see if a hybrid type with the advantages of both could be developed. It might be the shape of this drawing with all the machinery aft and side-by-side seating low amidships. A production version could be molded with a flange along the widest part of the sections, sweeping up to the stemhead, so the lower hull, and the upper sides and hull liner, could each be released from a one-piece mold.

The flange would make a good spray rail. I thought of showing applied rails on this design, and also tried it with a more flaring bow, but either would add some weight and aren't very necessary in a hull as fine lined as this. Even in a chop or steep wakes, a bow like this does not make much spray, or throw what it does make high enough to be blown across the boat. A little spray coming over could be a useful alert.

The narrow-stern motor canoe, which amounts to a paddling canoe with the top of its stern shaped into a motor bracket, has persisted, while the big-stern canoe evolved out of existence. I suppose this is partly due to being unmistakably a canoe, with less temptation to scant precautions. They're significantly more efficient than the big stern type when they're heavily loaded.

A heavy load to be carried a long distance is the best reason to put a motor on a canoe and it often makes sense to retain a good paddling shape for light loads, short distances, and shallow waters. The narrow-stern canoe cannot be driven even moderately fast; at 15 knots such a canoe will stand on its stern, porpoise, yaw and roll

out of control. The big-stern canoe will go that fast with a light eight horsepower motor, with a clean, elegant action.

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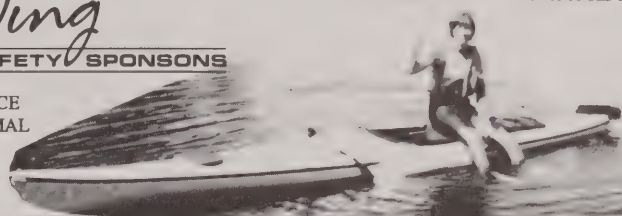
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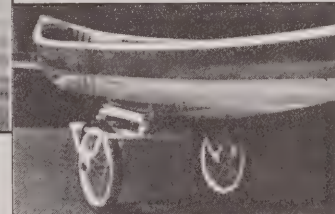
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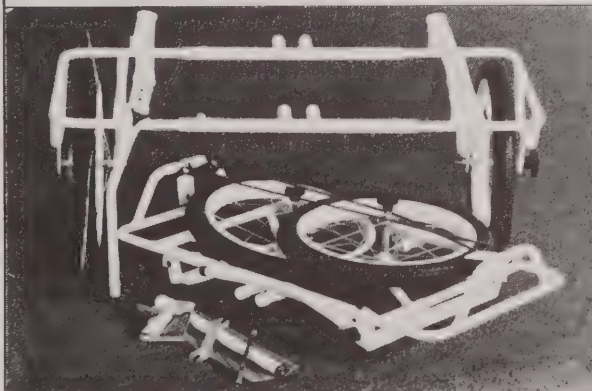
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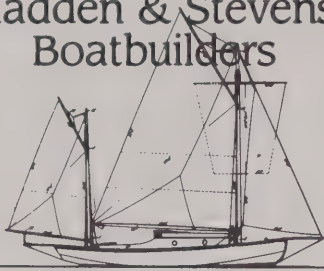
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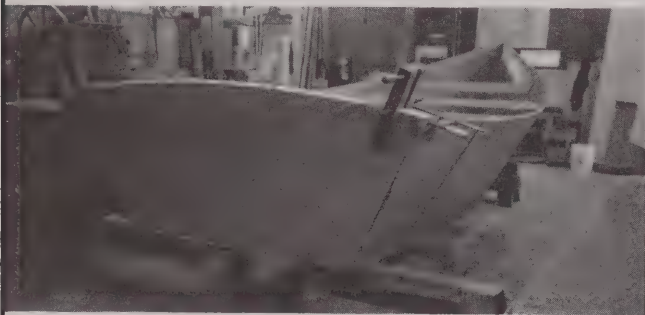
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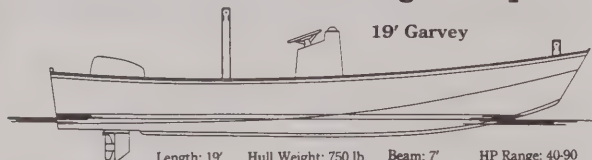
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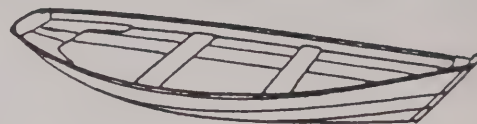


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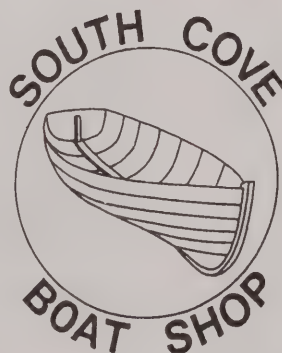
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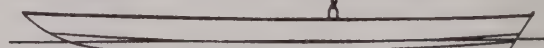


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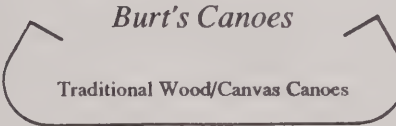
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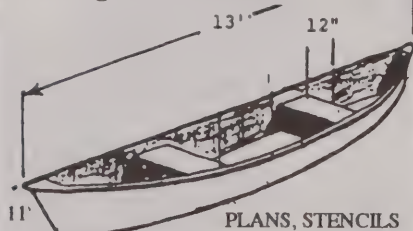
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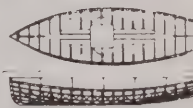
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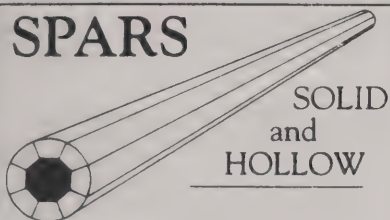
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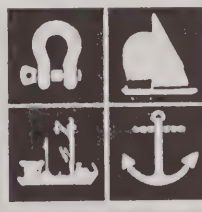
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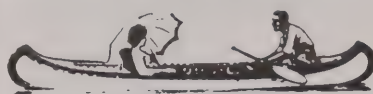
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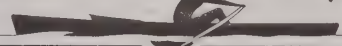


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14'x47" hand laid fiberglass hull
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Do it in top quality, 100% cotton, silkscreened T-shirts featuring original drawing and famous quotation from "The Wind in the Willows." Short sleeve, \$15.50, light blue or tan, S, M, L, XL. Long sleeve, \$19.50, light blue, M, L, XL.

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Dept. MA, P.O. Box 3394
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Classified Marketplace

18' MARSHALL CATBOAT, "Sanderling", Hull #210, blt 1971. For sale by original owner. Fully equipped, many owner-installed extras. New mast & sail. Write for details, \$8,500.

DICK BUTTERWORTH, 42 Longview Dr., Marblehead, MA 01945. (21)

18' SWAMPSCOTT DORY blt at Lowell's boat shop, comes w/Johnson 4hp long shaft, oars & oarlocks, thole pins, boat cover & trlr, \$3,000.

DON PIGEON, Merrimac, MA, (508) 346-8479. (21)

8' DINGHY, FG over ply, new paint, no leaks, \$250.

DON PIGEON, Merrimac, MA, (508) 346-8479. (21)

BRITISH SEAGULL OB, 3-1/2hp, \$350.

DON PIGEON, Merrimac, MA, (508) 346-8479. (21)

WANTED. Boom tent for 17' Vandestaad "Siren" sailboat.

JIM PRINGLE, Tarpon, Sprgs. FL, (813) 938-6014. (21)

WEE LASSIE double paddle canoe, 10'6"x28lbs, partial deck bow & stern, caned seat & caned adjustable backrest. Less than 1 yr old, compl w/double paddle, \$650.

JIM PRINGLE, Tarpon Sprgs. FL, (813) 938-6014. (21)

CRUISER FOR THE RECESSION. 1972 Aquarius 21, trlr, 6hp OB, 5 sails, galley. \$4,200/bo or will consider interesting trade + cash.

RANDY HOLBROOK, Minneapolis, MN, (612) 454-7005 (days), (612) 724-4796 (eves). (21)

WHERE CAN YOU RENT SMALL BOATS in New England? I'm compiling a list of places that rent daysailers, canoes & other small boats. Send info on rental outfits (mail address, phone number, boats, rates) & I'll send you a copy of the list when it's completed.

ERIC BENDER, P.O. Box 329, Newton Highlands, MA 02161. (21)

BOAT YARD SALE. Jonboat, 12', one dent, no leaks, \$275. Howmar sailing dinghy, \$399. Laser, \$799. Homemade bunks & roller trlr for up to 14' boat, \$250. Old Sears 7.5hp OB, runs gd, \$250. McKee Craft Aruha, steering, age unknown, w/1991 trlr, \$1,500.

FRANK CLOUSE, Worcester, MA, (508) 791-4766. (21)

OLD BEETLE CAT.

LEONARD POLAK, 607 S. Sanduskey Ave., Bucyrus, OH 44820, (419) 562-8218. (21)

14' PETERBOROUGH "VAR CEDAR" gaff-rigged catboat (1902) in exc cond, compl restored, cedar planking, oak rudder & trim, canvas covered deck, trlr. \$7,600 or will trade for antique runabout, launch, car or pickup.

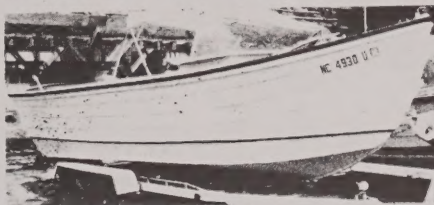
ROY ROYAL, Richmond, MI, (313) 727-7320. (21)

16' MAHOGANY ROWING SKIFF, circa 1900, American, approximate value \$5,000. Settling estate, must sell. Make offer.

DAVID BEYREIS, Rochester Hills, MI, (313) 375-9930 eves. (20p)

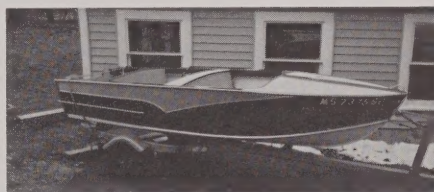
SIMMONS SEA SKIFFS. Classics of the North Carolina coast. Outstandingly seaworthy and fast with low power; light, simple plywood lapstrake construction. Detailed plans and directions, no lofting.

SEA SKIFF 18: Featured in SBJ #51. 17'1"x5'7"x5" draft, 20-40hp. Plans \$30.



SEA SKIFF 20: The big offshore fisherman. 19'4"x7'6"x10" draft; 50-70hp. Plans \$45. Information on both \$1.

CAPE FEAR MUSEUM, 814 Market St., Wilmington, NC 28401, (919) 341-4350. (TFP)



12' RUNABOUT, plywood & epoxy w/FG cloth. New '89, used only once to test, 30mph w/15hp motor. Can be easily converted to open OB skiff. One half cost @ \$350, or trade for useable/rebuildable 25-50hp OB, '60's or newer, or useable trlr w/bunks for 15' boat, capacity around 600 lbs.

BOB WADON, Randolph, MA, (617) 963-2036. (20)

SAILBOAT SALE. 17' Pioneer Sailstar daysailer w/trlr & motor, \$1,600. Skimmer 45 iceboat equipped w/ wheels, \$500. CL16 sailboat & trlr, \$1,600.

BILL HOWARD, Southwick, MA, (413) 569-6594. (21)

KEY LARGO COTTAGE, studio type, sunny, warm, enjoy waterfront, tropical foliage, hot tub. Rent includes 16' daysailer and windsurfer. \$395 per week.

KEY LARGO SHOAL WATER CRUISES, P.O. Box 1180, Key Largo, FL 33037, (305) 451-0083. (TFP)

CANOE LINES PLANS. Lines, offsets, mold patterns, for 12', 14-1/2', 16' and 18-1/2' canoes drawn for traditional beauty and versatility. Sized for either strip-built or wood/canvas construction. FRANKLIN CEDAR CANOES. Box 175, Franklin, ME 04634, (207) 565-2282. (TFP)

PROPELLOR, 2 blade, 16x17, RH, 7/8" bore, \$70.

WILLIAM RAY, Wadsworth, OH, (216) 335-9244. (20)

15' OLD TOWN CANOE, FG, on strong older trlr. New Douglas Fowler sail on order. Gd shape. \$875.

DICK POPHAM, W. Hartford, CT, (203) 232-9943. (20)

8' WOODEN PRAMS, traditional design, unfinished, or FG bottom. \$235 up.

BOB WADON, Randolph, MA, (617) 963-2036. (20)

22' CAPE COD CATBOAT, cedar over oak, 1921. Incredible cockpit. A show stopper in every harbor. 10hp Westerbeke diesel. Needs some work but can be camp-cruised & enjoyed immediately. Located in Maine, \$5,000.

KEN & CAROL DONOVAN, Branford, CT, (203) 481-6406 (eves). (21)

FREE BACK ISSUES of "Boats". Complete except for occasional missing page: All '88 issues; June '89-March '90; May-Oct '90. Pay postage to your door and they're yours.

LARRY PRITCHETT, P.O. Box 126, Rockland, ME 04841, (207) 594-8806. (20)

WANTED: Small wooden boat to sail in salt pond. Beetle or peapod would be great. Sailable condition or pretty close to it preferred.

PAUL MURRAY, Storrs, CT, (203) 429-1661 eves. (20)

SLEEPER: 7'10" car-toppable sailing cruiser. Sleeps two belowdeck. Plans \$35, info \$3.

EPOCH PRESS, P.O. Box 3047, San Rafael, CA 94912. (18-93p)

23' SLOOP blt 1953 in Holland. Mahogany hull, keel, new dacron sails, w/trlr. Beautiful lines. Nds restoration but is solid & compl. \$650 or BO.

ROBERT GOSSELINK, Brewster, NY, (914) 279-8099 eves, (203) 622-5252 days. (21p)

WANTED: 40-60hp shortshaft OB, small spritsail for canoe.

MIKE BORRETT, Madison, WI, (608) 276-9552. (20)

ESCAPE NEW ENGLAND WINTER! Sail beautiful warm Florida Bay in our 25' and 34' leeboard sharpies. Nicely equipped bareboat charters. Fabulous waters, secluded cruising. Cottage also available.

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ADIRONDACK GUIDEBOATS. The largest selection of guide boats and historically correct accessories available from one source. Ten models, paddles, oars, yokes, seats and hardware. Free information and video available.

INDIAN POINT GUIDEBOAT CO., 732 Midland Ave., Midland, PA 15059, (412) 643-5457. (TF)

ALDEN SCHOONER PRINTS. Limited number of prints of John Alden's finest schooner, "Mandoo". 21"x15-3/4" plus margins. Original oil by well known British naval artist Leslie A. Wilcox. \$25 each.

INGA WILMERDING, Suite 237, Red Hook Plaza, St. Thomas, VI 00802.

"THE FLIGHT OF THE DAMN FOOLE" by Tom, now in book form, 232 pages of Tom's adventures in his Townie, with his priceless illustrations. Only \$8 postpaid.

TOM MC GRATH, 11 Severance St. Lynn, MA 01904.

15' WEST WIGHT POTTER, Hull #225, one of the 1st Potters blt in U.S. Vy classic, gd cond, sail away as is or restore to museum quality. Incl 3 sails & trlr, asking \$1,290.

GRAY HARRISON, Worcester, MA, (508) 853-8369. (21)

FOLDING CANOE & FOLDING KAYAK KITS. Construction uses hand tools. 6060-T6 aluminum tubing and heavy duty skins allow for expedition quality craft. Kayaks: Double \$400 US, Single \$365 US. Canoe: \$385 US. ZEPHYR KITS, Box 4850M, Saint Laurent Station, Montreal, Quebec H4L 4Z5, Canada, (514) 620-3223.

BOATBUILDING ARTICLES. Copies of articles from old boatbuilding manuals. It is possible to build a boat from most of these articles. \$4 for list of hundreds. E.G. RAGSDALE, P.O. Box 48, Westlake, OR 97493, (503) 997-7818. (TF)

CHRIS CRAFT BUFFS. Did you know that there is an organization for you? For more information, contact: CHRIS CRAFT ANTIQUE BOAT CLUB, 217 S. Adams St., Tallahassee, FL 32301-1708, (904) 224-5169, FAX (904) 224-1033. (TF)

WANTED. Small marine engine suitable for a 14' antique launch. ROY ROYAL, Richmond, MI, (313) 727-7320. (21)

MOONDANCE SAIL, white, by Fowler. Used once, \$125 (paid \$225). Rudder & daggerboard, \$100. Hull, spars, FREE. STEVE ELLIOTT, New Orleans, LA, (504) 486-0428. (21)

350 CHEVROLET INBOARD ENGINE, 1:1 BW trans, LH rotation. All new 1989, abt 100 hrs. Set up in Chris Craft Cavalier, 1967 orig. CHRISTOPHER PEARSON, Chester, CT, (203) 526-5476 or (203) 526-2479. (21)

1967 CHRIS CRAFT CAVALIER sedan cruiser in process of demolition. Any and all parts available. CHRISTOPHER PEARSON, Chester, CT, (203) 526-5476 or (203) 526-2479. (21)

20' OLYMPIC FLAT WATER RACING CANOE. Turn of the century Walter Dean C4. Cedar & mahogany w/brass strip batens. Vy, vy gd orig cond. Taking best offer or trade for a 13' wood/canvas canoe in vy gd shape. TREE TOP CREATIONS, 52 Heatherwood Hill, Audubon, PA 19403, (215) 631-1645, Mr. Morgan. (21)

18' LOWELL DORY, pine on oak. Atlantic Rowing Skiff model. Originally set up for double sliding seat rowing, has been converted to sail. Can be rowed as single sliding seat; single or double oar-on-gunwale, & sailed w/like-new standing lug rig. Outside ready to paint; inside bright finish in gd shape. Comes w/2 Piantadosi well-used oars & SS outriggers. East coast delivery vy poss. I've gotten into double-paddle boats and would like to find the next home for this classic lapstrake boat. Make offer, w/or w/o sail rig. BOB GROVE, Alexandria, VA, (703) 548-3972 (days), (703) 549-6746 (eves). (21)

AFFORDABLE WOODEN BOAT REPAIRS. If you're looking for someone skilled, yet affordable, to do professional repairs or restoration on your small wooden boat, call us. We've been building small boats since 1933.

RALPH JOHNSON, Pert Lowell Co. Inc, Lanes End, Newbury, MA 01951, (508) 462-7409. (TF)

WILDERNESS CANOEING PRINTS & NOTE-CARDS, limited edition by Jerry Stelmok. Matted print size 13"x16". For information: ISLAND FALLS CANOE, RFD #3 Box 76, Dover-Foxcroft, ME 04426.

WANTED. Klepper "Passat" ("Trade-winds") folding sailboat, any cond. GRAY HARRISON, Worcester, MA, (508) 853-8369. (21)

WOULDN'T YOU LOVE IT, to make money w/yr boat? Established charter co. seeks 35'-40' sail & power boats for brokerage. More info? SPINDRIFT CRUISES, Box 399, Tenants Harbor, ME 04860, (207) 372-6245. ((23)

18' CHRIS CRAFT mahogany speedboat, 1948 "Golden Pond" utility. All original, Model K 95hp. \$9,000 in water, or negotiable as is.

KEN DONOVAN, Branford, CT, (203) 481-6406 (eves). (21)

11'x52" SUPER TENDER as seen in "Boats", April '91. 1, 2 or 3 rowing stations. A seaworthy little mover. FG, Airex honeycomb wood composite, \$800. D. SHUTER, Northport, NY, (516) 261-8735. (21)



19' DEL QUAY DORY, bilt 1971, lapstrake FG, unsinkable. Saab 1-cyl diesel w/full reversing prop. Orig mast & steady sail and dodger. A very unique & classic boat in exc cond. Compl package w/trlr \$8,000.

JIM CULAR, Lafayette, NJ, (201) 579-1223. (20)

WOOD/CANVAS CANOE CLINICS: Repair clinic June 5-7. Building course July 13-19. Build your own wood/canvas canoe July 13-26. Request brochure.

ALEX COMB, Two Harbors, MN, (218) 834-5037. (23p)

CANOE PLANS. Full size patterns for woodstrip or wood/canvas. Also canoe fastenings & supplies.

STEWART RIVER BOATWORKS, Rt. 1 Box 203B, Two Harbors, MN 55616, (218) 834-5037. (23p)

JIB WANTED, gd cond, modest cost. Luff 18'6" to 20', leach 15' to 17', foot to 7'6". Preferably on a luff wire w/sun cover, all white.

JONATHAN LEVY, 4 Eden Ave., Newton, MA 02165, (617) 527-3226. (20)

PERKINS 4-108, new rebuilt, new Hurth gear, new starter, alternator & instrument panel. \$4,000 or BO.

CROCKER'S BOAT YARD, Manchester, MA, (508) 526-1971. (20)

19' DONZI, 1968, center console, stern drive, much recent work, w/trlr. \$6,000 or BO or trade.

CROCKER'S BOAT YARD, Manchester, MA, (508) 526-1971. (20)

BOAT GEAR. Cast bronze centerboard for Kite Class sailboat, 96 lbs, \$200. Paul Johnson bimini for boat w/6'-7' beam, all bronze & SS, \$250.

JOHN BROWN, P.O. Box 313, N. Chatham, MA 02650. (20)

DANISH K-1 KAYAK, Lingfjorden by Jorgen Samson. Offers.

JOHN BROWN, P.O. Box 313, N. Chatham, MA 02650. (20)

15-1/2' BOLGER DIABLO outboard skiff. Marine ply & epoxy, exc cond, \$500 boat only, \$700 w/exec trlr.

RALPH MERRIMAN, Seattle, WA, (206) 368-9716 eves. (20)



CLASSIC MOTH BOAT PLANS available for 11' Dorr Willey type sailboat. Qualifies for annual regatta in September. Plans \$25 + \$3 postage. MUSEUM OF THE ALBEMARLE, 1116 U.S. Hwy 17 S., Elizabeth City, NC 27909, (919) 335-1453.

18' FENWICK WILLIAMS CATBOAT, 1989, cedar on oak, Kermath marine engine, sleeps 2, Edson steering gear, cockpit & winter covers, sturdy cradle, dacron gaff rig sail, cushions, stove, porta-potti, extras. \$22,500. Hauling to you can be arranged.

WILLIAM RAY, Wadsworth, OH, (216) 335-9244. (20)

BRISTOL CORSAIR ('67), 24'7"x8'x3'5". 6' hdrm undr hatch. Wonderful accommodations for size. 7-1/2hp Chry OB ('84). 7' GRP pram. Surveyed 1988, fine cond. \$5,500.

BILL DELANEY, 1 Chestnut St./114, Providence, RI 02903, (401) 273-2785. (20)

TRADE. Two weeks with my 18' mini-motorcruiser for equal time with your Tremolino. I have never seen a Tremolino and would like to.

JOHN BROWN, P.O. Box 313, N. Chatham, MA 02650. (20)

CUT YOUR TAX BILLS. 23' Gillmer "Blue Moon" gaff cutter, '57. Cedar on oak, teak deck, lots of mahogany, varnished. Solid spruce spars, 3 exc sails. Suffered topside damage in recent N.E. storm, nds major planking repairs. Located in Scituate, MA. Best offer over \$4k.

DARRELL STREET, Somerville, MA, (617) 628-6779. (20)

TWO KAYAKS. Angmagssalik Greeland kayak, 18'x19", plywood/epoxy/glass. Bright red, spray skirt incl. Interesting boat, \$200. Hurka slalom boat, medium-low volume FG racing model. Light blue, in gd shape, would make an exc all-round training boat, \$150.

JOHN BOLDUC, 34 Mitchell Rd., Ipswich, MA 01938, (508) 356-1823. (20)

"THE WAR TIME ADVENTURES OF AN ENGLISH SEA PUPPY" by Mike Badham. A 50 page illustrated booklet recounting the WWII experiences of a Royal Navy midshipman in North Atlantic & Mediterranean waters. Available from the author for \$8.95 incl p&h.

MIKE BADHAM, Bay Shore Rd., Bath, ME 04530. (TF)

15'x52" DOUBLE ENDED PULLING BOAT, 100 lbs, 1991. Stable, seaworthy, exc craftsmanship. Redwood strip, epoxy/glass construction, 4 oars. \$1,795. D. ELWELL, BOATBUILDER, Hobe Sound, FL, (407) 546-9816. (20)

3-METER TRIMARAN, 10' constant camber design by John Marples. Ready for paint, incl new sails, \$850.

MARK NASH, 19 Ridgewoods Ct., St. Peters, MO 63376. (20)

CROSS SECTION MOLDS for bldg a 15'-16' duckboat.

MIKE BORRETT, Madison, WI, (608) 276-9552. (20)

BOAT GEAR. Tan bark gaff sail for a 17' Wittholtz cat. Components of an Edson steering mechanism, bulkhead steerer, quadrant for outboard rudder, bronze wheel w/teak handles. Vertical start rig for 7.5/9.5 Honda OB. Call for details and to negotiate prices.

HANS WAECKER, Cliff Island, ME 04019, (207) 766-2684. (20)

ROCKPORT APPRENTICESHIP SURPLUS BOAT SALE. The 'Shop wants to thin out its fleet a little so we can add some more boats. 15' Melonseed w/sail, ready for Springtime, exc bay & harbor day sailer, \$3,000. 18' Bindals boat, make a hit this year of discovery w/a Norwegian 4-oared pulling boat, \$1,800. And for the handy person, a Haven 12-1/2 which lacks only the ballast keel, the fittings and the final finish job to put you on the water in style this summer, \$15,000. There are also Susan skiffs rolling off the line @ \$950 ea.

ROCKPORT APPRENTICESHIP, P.O. Box 539, Rockport, ME 04856, (207) 236-6071. (20)

WANTED: 3hp Forty Plus British Seagull motor in gd cond.

VINCE CASTELLI, 1385 Nott St., Schenectady, NY 12308, (518) 377-8611. (20)

WANTED: Any & all spare parts for a Wiananno Sr., especially rudder & hdwre. BOB MC CAULEY, 3 Spruce Ln., Bristol, RI 02809, (401) 253-0403 aft. 6pm. (20)

15' GRUMMAN CANOE, well used but dry as a bone. \$175.

HERB KRUGMAN, Stamford, CT, (203) 327-5226. (20)

24' FENWICK WILLIAMS CRUISER, raised deck, blt by Brown, Marblehead, 1955. 9' beam, 2'10" draft, Lathrop 40hp (vy gd). Slps 2, \$4,500.

THOMAS SUTCLIFFE, Kingston, MA, (617) 585-3000. (20)

"SMALL BOAT JOURNAL" back issues, Pilot issue through #72 (missing #10). Pilot through #64 indexed. Offers. C.E. TIERNEY, Long Island, NY, (516) 543-0536 eves. (20)

18' CHESTNUT CANOE, wood/canvas cruiser, exc. cond, \$1,200 OBO. BILL GARCELON, Rye, NH, (603) 433-6474. (20p)

WANTED, Saab or other 1 or 2 cyl marine diesel in running cond or repairable.

JOHN O'CONNELL, 85 St. Agatha Rd., Milton, MA 02186, (617) 698-3033. (20)

SWEEPS WANTED, looking for 4 to 8 wooden sweep oars as used on 8 oared shells.

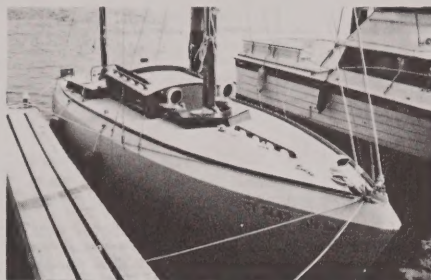
CHUCK MAINVILLE, P.O. Box 424, Sudbury, MA 01776, (508) 443-3691

ANTIQUE RUNABOUTS. 1938 Chris Craft Sportsman Deluxe, rebuild just compl. New inner hull, refastened w/bronze screws, Dynel & epoxy below waterline, brightwork stained, sealed & 8 coats of Epiphane. New correct upholstery & flooring. Orig factory work order & final inspection list was followed in restoration, \$10,000. 1959 19-1/2' Lyman Islander, Grey 6, hull refinished. Convertible top, bilge pump, cushions, life jackets, full canvas cover, trlr, \$3,500. Pickup truck considered in trade. 1947 Century SeaMaid 17-1/2', Grey Fireball overhauled, bottom refastened w/bronze screws, hull refinished. Come inspect it & make offer.

JOHN BRIGHT, Portage, MI, (616) 329-1419 eves. (21)

CANOE DEALS. 11' Stowe, wood ribs & trim, \$300. Mad River w/wood trim, \$425. New Tripper w/cane seats, \$700. Hundreds more, send for list.

FERNALD'S, Rt. 1A, Newbury, MA 01951, (508) 465-0312. (20)



21' LAURENT GILES YAWL, sister to John Guzzwell's "Trekka". Blt '87 by R.K. Wilmes. Dynel & epoxy over strip planked red cedar. Sitka spruce masts & booms. Honduras mahogany cabin sides, coamings & toe rails. Origo alcohol stove, VHF, Ritchie compass, 7 sails (some never used). Custom steel cradle. Exc cond. \$15,000.

DAVE BOBOC, 59 Newgate Rd., Oxford, CT 06478-1534, (203) 888-7348. (20)



1970 ALBERG 22 FG SLOOP, LOA 22', LWL 16', Beam 7', Draft 3'1", Ballast 1,200lbs, Displacement 3,200lbs. Main, jib, 135/150% genoa, cruising spinnaker. 7.5 Merc long shaft OB. Teak trim. Compass, ground tackle, berth cushions, porta-potti, anchor light, gas tank, fenders, tandem axle trlr w/ext. \$5,900/negotiable. RICK PAULY, (616) 271-6087 eves, (616) 271-6000 days.

WINDMILL CLASS SLOOP, mahogany ply hull restored in 1990. Good spars & gear, useable sails. No trlr, but delivery negotiable. A steal at \$600.

TONY DIAS, Wallkill, NY, (914) 895-9165.

16' WAYFARER. Frank & Margaret Dye's "Wanderer II" cruising dinghy, ready to go. If you have ever considered cruising in a small lightweight seaworthy boat, don't miss this opportunity.

CLYDE GIESENSCHLAG, Miami Springs, FL, (305) 884-3584. (21)

BACKYARD BOATYARD ON BUZZARDS BAY. Marine railway & 15'x40' boathouse on sandy beach. 7-rm house w/sep 2 bdrm aptmnt. Deep water mooring. Wareham, MA. \$275,000.

ELLEN WATTS/DANIEL BERNSTEIN, Boston, MA, (617) 482-1130. (20)

BUILDING PLANS. Steve Redmond's "Whisp", never used, complete w/"SEJ" #62 test and "Boats" #13. \$22 pp. DAVID ORBETON, S. Portland, ME, (207) 767-4333. (20)

9' SKIMMAR SAILING DINGHY, no sail or sailing parts. similar to Dyer dinghy. \$250.

GENE GIFFORDS, E. Islip, NY, (516) 234-1350 (W), (516) 277-1643 (H). (20)

BIRCHBARK CANOE BUILDING COURSE, June 27-July 12, 1992, or July 18-August 2, 1992, on Lake Superior (Wisconsin shore). \$750 U.S. including lodging. DAVID GIDMARK, Box 26, Maniwaki, Quebec J9E 3E3, Canada (No phone). (4p)

SAN FRANCISCO PELICAN. Plans and complete building instructions for easy and economical plywood construction. "Pelican 12" sailing dory-pram, sturdy center-boarder, flat bottom, standing lug rig, \$25. "Great Pelican 16", basic design with cabin, \$35. "Super Pelican 18" stretched hull drawings (to be used with 16' plans), \$20. Three-in-one "Pelican" package, \$55.

M. SHORT, 203 Hawthorne Ave. Larkspur, CA 94939, (415) 924-0685.

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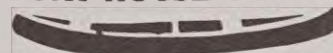
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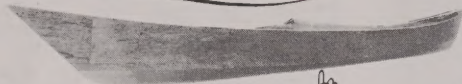
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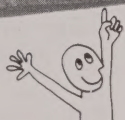
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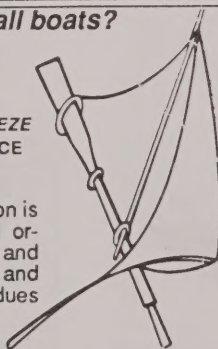
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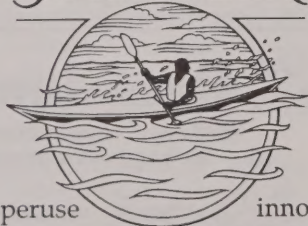
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